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CHELSEA MARINE MAGAZINES

Skipper's View

THE EDITOR IS PLANNING A CRUISE TO BRITTANY, SO YOU'LL FIND LOTS IN THIS ISSUE ABOUT REEF ANCHORAGES AND RUNNING AGROUND



In strict defiance of the bank manager's instructions, I am taking the whole of August off to cruise to Brittany and back. It all depends on the weather, of course, but I'm hoping to beat westward to Salcombe, then bash south-southwest across to l'Aber-Wrac'h for a quick *plateau de fruits de mer*, before tackling the notorious Chenal du Four and Raz de Sein (possibly in a single tide).

I'm not taking any chances, though. I've done my research on Channel Island anchorages in case there's just too much west in the wind to reach Brittany in one hit. The hard work was all done by Peter Carnegie, who offers a run-down on the best reef anchorages in the region – see pp18-25. He probably knows the area better than anyone, having just completed a mammoth update to the Royal Cruising Club Pilotage Foundation's new combined *Channel Islands, Cherbourg Peninsula and North Brittany* pilot (which you can buy with a special *ST* reader's discount of 20 per cent – see p25).

With tidal ranges that can exceed 12m at springs, the Channel Islands are rightly respected by sailors. The same phenomenon that transforms the seascape from a few isolated rocks into a glistening intertidal realm, ripe for exploration on foot, also creates a wealth of hazard for unwary skippers. That's why we've also included a piece in this issue on how to get yourself off the putty if you run aground (pp62-65).

Veteran Caribbean cruiser Don Street has a useful saying in such circumstances: "A boat is aground if it stops unexpectedly and the boat is in a dangerous position. But you are parked if you are feeling your way into a sheltered anchorage and come to a stop."

There'll be more from Don and the Caribbean in November. But in the meantime, don't forget, there's an amazing £2,000 Greek sailing activities holiday up for grabs when you vote in the inaugural *ST* awards at **sailingtoday.co.uk/awards2015** before 23 August.

Sam Fortescue, editor

Sam

facebook.com/SailingToday | **twitter.com/SailingTodayMag** | **editor@sailingtoday.co.uk**

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COVER IMAGE: THE SIRIUS-WERFT 40DS ON TEST OFF THE IGLESIA DE SAN BARTOLOME Y SANTA TECLA, SITGES, NEAR BARCELONA
JAVIER SARDA

Round the Island

PHOTO BY PAUL WYETH

There were near-perfect sailing conditions for the JP Morgan Asset Management Round the Island Race in June.

A 1,584-strong fleet, carrying more than 15,000 sailors, set sail from the start line off Cowes to circle the island anti-clockwise in westerly and southwesterly winds of about 15 knots.

After last year's RTIR, when there was very little wind, this time, for the 84th edition, every one of the 1,389 boats that finished were across the line before the scheduled 2200 cut-off in order to qualify for a result.

The first boat over was the MOD70 trimaran *Concise 10*, in a time of 3hr 30min 24sec. *Leopard 3* was the first monohull to finish, after 4hr 40min 34sec.

Most cruisers competed in the ISC (Island Sailing Club) classes, where the overall winner was the Dufour 34 *Pickle* of Jeremy Vines, in an actual time of 7hr 17min 1sec. He won the Silver Gilt Roman Bowl.

Sailing Today was invited to race by the Ellen MacArthur Cancer Trust, on board Jeanneau Sun Odyssey 45 *Mother T*, aka *EMCT2*. Read more at **sailingtoday.co.uk**


21141

Ebb and flow

EVENTS | GOSSIP | NEWS FROM THE SAILING COMMUNITY

GREECE DESTINATION UPDATE



GETTY IMAGES

LATEST REPORTS COMING in from cruisers in Greece are that it is pretty much business as usual – but that cash is king.

Visitors to the country are not limited to the maximum withdrawal of €420 (£292) per week, but there are warnings that ATMs may run out.

The Foreign Office is advising British visitors to take enough cash with them to cover the duration of their stay, and not to presume they will be able to exchange sterling for euros in Greece. VAT has risen from 13 to 23 per cent on a range of services including restaurants – putting an extra euro on a €9 (£6) plate of calamari.

The credit and debit card system is still running but there are reports that some vendors refuse cards, preferring cash.

Visa has said that, if Greece did end up leaving the euro, it would still be able to process payments while a new currency was added.

There have been media reports that medicines and food were in short supply but Elena Kountoura, the deputy minister for tourism, refuted these claims. There have been no further reports of shortages.

Regardless, the Foreign Office advises taking a good stock of medicines.

There is a risk of strikes, mainly affecting public transport, including ports, and also protests, although demonstrations tend to be centred in Athens. One cruising boat reported a noisy protest in Kavala, northern Greece, but said there was no trouble.

Charter companies are pointing out the good exchange rate – and that Greek hospitality has gone up a notch, as restaurants and shops try to woo tourists.

Cruisers currently in Greece told Noonsite of their experiences. SY *Funny Girl* in Volos, northern Greece, wrote: "We tried and got €600 (£418) in one action at an ATM.

"Diesel or food or fruit or bread is no problem to get. The diesel pump last Monday, however, refused my credit card and wanted cash. Everybody wants cash."

Jim Baerselman, based in the SW Peloponnese, said: "There appears to be no difficulty for yachts ordering goods from overseas as long as they're paid (or pre-paid) through a non-Greek bank. Courier services seem to work adequately for deliveries.

"My personal take is that someone with €10,000 (£70,000) cash should easily survive a year here, even if banking services fall apart."

Yacht *MY LeeZe*, in Kavala, advised sailors to get receipts for all they bought – they were asked by a government official to show proof of purchase for a €1 loaf of bread. They said the atmosphere in Alexandroupolis and Kavala was not currently friendly to boaters.



CRUISERS VISITING OSTEND have reported no problems with customs officers looking for red diesel, following fears of a clampdown in Belgium after special permission ran out



WORLD CRUISING CLUB

VANUATU

The World ARC fleet has visited Port Resolution on Tanna island and distributed practical goods to villagers devastated by Cyclone Pam.

Seventeen yachts handed over rope, tarpaulins, tools and bedding, and crew helped to clean up the beach.



ROBIN PRICE

Eddystone raises £92K

This year's Eddystone Pursuit, a 26-mile sail from Plymouth Sound to the Eddystone rocks and back, was the most successful ever, raising more than £92,000 for various charities. The overall amount raised since the event started in 2002, to mark the 175th anniversary of the Royal Western Yacht Club, is now £500,000.

Seventy-four boats took part in this year's event, held in June. Pictured is *Sound Venture*, sailing for St Luke's Hospice in Plymouth.

France drops anchoring tax

THE FRENCH GOVERNMENT has dropped plans to introduce an 'anchoring tax'.

As reported in *ST*, France had been considering bringing in a new law that would have meant all yachts and boats would pay a daily anchoring levy in French waters.

The NOTre bill was set to apply to 322 'managed marine areas', which make up about 60 per cent of France's coastline and 70 per cent of Corsica's. The idea was originally introduced in a bid to protect Corsica's seabeds, but was extended to all of France.

The yachting industry launched a campaign to prevent the levy coming into force and in early July the government definitively waived the tax.

Moves by the French Assembly meant article 18 of the NOTre bill, which covered the tax, was dropped.

The department of reform of the state will seek another solution to prevent Bonifacio's seabed being damaged by boats, while protecting the yachting economy.

A spokesman for the European Committee of Professional Yachting, which had led the campaign against the charge, said: "It is good news, especially as the yachting industry represents €1.5bn (£1bn) in France including €720m (£500m) in Provence-Alpes-Côte d'Azur."

GOING UP



CROATIAN NATIONAL TOURIST BOARD

THE NUMBER OF Brits chartering a boat in Croatia is on the rise – up five per cent on 2013, to 15,000 last year.



SHORT SAIL BREAKS. Sunsail has started offering three-day charters in Turkey from now until October, costing from just £105 per person.



RNLI/GEORGE CHASTNEY

COWES LIFEBOAT CREW member Laura Hodd solved a Beneteau 31's steering failure – by getting the skipper to turn the electrics off and on again.



CHAMPAGNE SAILING? – AN English sparkling wine, Nyetimber, has been chosen as the official fizz of Cowes Week.

GOING DOWN

Rally to mark Barbados 50th

CORNELL SAILING IS launching a new rally to mark the 50th anniversary of Barbados gaining its independence.

Barbados 50 will start in London in late July 2016 and will include stops in Spain, Portugal, the Canaries, west Africa and the Cape Verdes, arriving in Barbados in early November, in time for the independence celebrations.

The rally includes a rare chance to cruise Senegal and Gambia in company. Stops are included in Dakar and Banjul and participants will explore the Senegal/Saloum River delta and the River Gambia.

Sailors who are interested in joining this event have the choice of signing up for the entire route, or only its transatlantic section. The longest leg is 2,020nM.

Cornell Sailing co-founder Jimmy Cornell said: "Although close to the transatlantic route to the Caribbean, west Africa is rarely visited by cruising yachts, primarily because of logistical and safety considerations.

"The Barbados 50 rally will provide sailors with a unique opportunity to visit two of the most interesting west African destinations as part of an organised event supported by the local authorities."
cornellsailing.com

Five year plan for Solomons

THE SOLOMON ISLANDS has taken a step towards developing its income from tourism over the next five years.

The country's prime minister Manasseh Sogavare has launched an official strategy to develop tourism and encourage international visitor growth over the next five years. Yachting is one of five key points identified.

Solomon Islands Visitors Bureau CEO, Josefa Tuamoto, said: "The reality here is that for the first time the Solomon Islands government is serious about tourism and has committed major resources into the sector."



VISITSOLOMONS.COM.SB

Many islanders in the archipelago of more than 900 islands still follow a traditional way of life.

Visiting yachts are welcomed in most places and business can be done by trading items for food and provisions.

The North East Solomon Islands (Temotu) were damaged by the same cyclone that hit Vanuatu in March.

THE PACIFIC OCEAN has seen record levels of tropical cyclones this year, with 19 forming already. El Niño is partly to blame – which is also likely to supress hurricanes in the Atlantic for some time



BOSKALIS WESTMINSTER

BREAKWATER GETS GO-AHEAD

Work to add rock armour to the Cowes breakwater will go ahead this year.

Sailors had raised concerns about the impact the new breakwater was having on tidal flows and siltation.

But after holding a special review of the project with hydrodynamic engineers, Cowes Harbour Commission has decided to proceed with the scheme after a special advisory committee concluded that there was not enough evidence to warrant a delay.

The next phases are the dredging of the new Eastern Channel and the extension of the Shrape breakwater.

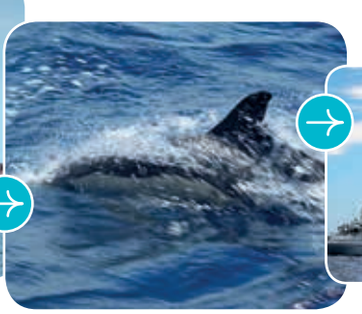
THE 15TH ANNUAL Ocean Village/Boatshed Gibraltar–Morocco Yacht Rally attracted 39 yachts for the trip to Port Smir – a third of which were owned by visitors to the area



IT HAS BEEN dubbed the 'most sociable rally in the world'...



...BUT PERHAPS THESE two yachts cosied up a little too close for comfort



ALL CREW REPORTED seeing friendly dolphins, including some schools of more than 100



THE EVENT RAISED more than £6,780 for the Gibraltar Red Cross. Next year's event will be on the weekend of 8–9–10 July. boats@boatshedgibraltar.com

PHOTOS: BOATSHED GIBRALTAR











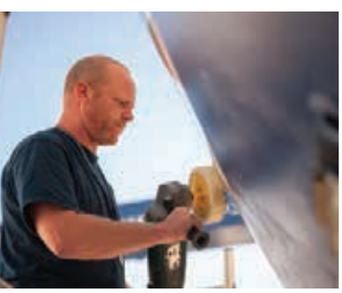
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CREATIVE COMMONS/MINISTERIE VAN BUITENLANDS

All quiet... for now

With no reports of any piracy in the Gulf of Aden so far this year, and no hijackings for three years, is the North Indian Ocean route safe for cruisers again?

The number of pirate attacks in the Indian Ocean – including attempted hijackings – was zero in the first quarter of this year, according to official statistics.

Piracy in the waters off Somalia has been falling since 2012, and this spring hit the lowest level since 2008, when attacks started being recorded, and when piracy took off.

But *ST* has seen reports of yachts crossing the area again – transiting the North Indian Ocean and entering the Red Sea via the Gulf of Aden – despite on-going official advice that it is not safe to do so.

Attacks reached a peak in 2011, when there were 176 attacks against vessels and 25 hijackings. In January of that year, 736 hostages and 32 ships were being held for ransom by Somali pirates.

Three sailing yachts were attacked that year (10 were hijacked in total from 2008-2011), resulting in five crew deaths.

Understandably, following these hijackings, plus the high-profile 2009 kidnapping of Paul and Rachel Chandler, yachts stayed away from the area, while military forces stepped up action.

There have been no hijackings since 2012, although there have been two attempts. So far, 128 people have been convicted of crimes related to piracy.

The World ARC rally takes a cruising route southwest through the Indian Ocean from Indonesia to South Africa, via Christmas Island, Cocos-Keeling, Mauritius and Reunion.

"While attacks against commercial shipping in the northern Indian Ocean have declined, this is in part due to better protection given to shipping, with most vessels having armed guards and a level of security not available to most leisure yachts," a spokesperson said. "Until conditions change, it is not prudent to sail the region in small, vulnerable sailing yachts."

The Blue Planet Odyssey will also take the South Indian and South Atlantic route.

Jimmy Cornell told *ST*: "The BPO will not sail that route. Far too dangerous. It is now official: in March 2016 we shall sail from southeast Asia to Cape of Good Hope and on to the Caribbean."

ABOVE There are still Somali groups who would conduct piracy given the opportunity

Is piracy growing elsewhere? Indonesia and Vietnam saw the most attacks last year, making up 39 per cent and 14 per cent of worldwide piracy respectively – International Maritime Bureau

The internationally-recommended transit corridor for the Gulf of Aden runs southwest from 14°28'N 053°00'E to 11°50'N 045°00'E

EUNAVFOR PIRACY STATISTICS

	2008	2009	2010	2011	2012	2013	2014
Suspicious events	8	59	99	166	74	20	5
Total attacks	24	163	174	176	35	7	2
Hijackings	14	46	47	25	4	0	0
Disrupted attacks	0	14	65	28	16	10	1

But, according to online reports, at least five yachts have passed through the Gulf of Aden this year and it seems inevitable that, given the dropping statistics, more circumnavigators will try their luck.

ST spoke to Duncan Briggs, skipper of Calisto 43 *Sea Topaz*, which passed through the area this year in convoy with another sailing yacht and a motor boat – with one or two private armed guards on each.

Duncan said: "Our feeling was that the chance of being attacked was very small, but the implications, not just for ourselves but also for our family and close friends, were huge and therefore on the basis that no armed ship had been successfully attacked, we chose to go armed.

"Our guards were from Offshore Marine Security, a UK-based company and all guards were ex-UK Royal Marines. They were extremely professional. Each one had done many transits on commercial ships and we felt we were in very good hands. They gave us a thorough briefing and together we devised strategies for formations on the way; the management of speeds and the reaction to both potential and actual attacks. The overall cost was around $15,000-$20,000 (£9,600-£12,900) per boat. We believe that this was the first time that such an armed small boat convoy had been attempted.

"In the event we saw only one suspicious local craft, although we had some pretty strong weather.

"To maintain a reasonable speed we used 1,000 litres of diesel."

He added that he believed four other small yachts had passed through the Gulf before him and about 15 were behind, but did not know whether they would be armed.

The commander of Eunavfor, the combined European naval forces patrolling the area, Major General Martin Smith, told *ST* that, even though piracy attacks had gone down, the risk was still high.

"The intent and the capability remain," he said. "There are still groups that would conduct piracy if they had the opportunity and the equipment to do it."

See page 26 for an exclusive interview with Major General Smith

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New boats

DESIGNS | LAUNCHES | PROJECTS

SWAN'S NEW SONG



Swan 54

c£767,000/€1.1m

Famously finnickety Finnish luxury boatbuilder Nautor's Swan has announced plans to launch a new 54-footer next year. Designed by long-time collaborator German Frers, the boat will be semi-custom, brimming with options for rig, joinery and equipment.

She is described as a bluewater cruiser, and will include all the standard creature comforts, but expect her to be fast, like all the Swans. True, the hull is laid up in GRP, not carbon fibre (a racier version will follow, however), but with fine lines, lots of sandwich foam technology and a high-performance lead keel, she'll be slippery.

The standard configuration is for three double cabins, with a workshop/crew cabin. The galley is large for its class, and the cockpit has plenty of entertaining space. Allied with wide side decks, plenty of stowage and a drop-down bathing platform, this boat will look the part.

In 1968 the first ever Swan, was a 36-footer, but the Italian-owned brand is now better known for very large sailing boats. The return to a sub-60ft boat marks a move to reclaim the core production market, and there is the suggestion of smaller boats to come, possibly even returning to a 36-footer.

● nautorswan.com



Fareast 26 £28,000

For centuries the Chinese were content to row their own boat when it came to designing yachts, and there are many who still maintain that the junk rig is the most sensible sail plan ever invented. Nevertheless, times change and the Fareast 26, which is the latest offering from Shanghai's most notable boat brand, is distinctly conventional.

The boat has been around for a few years, but with no dealer in the UK, you've had to be determined to get hold of one. However, all that has now changed, as Fareast has started working with Peter Stump at Regatta Yachting.

Fareast cut its teeth in the boatbuilding industry turning out Optimist dinghies at extremely reasonable prices. While the 26 is a long way from an Oppie, this sporty little cruiser/racer does share a very tempting price tag and her design and construction looks bang up to date, boasting vacuum-infused sandwich hull, Selden spars and a deep T-shaped keel.

All very conventional at a very unconventional price.

● fareastyachts.co.uk

All prices exclude VAT

Xc 38 Next Generation £173,000

All right, this isn't so much a new boat as a reinvigorating of an old favourite.

X-Yachts' experiment with its Xc range of fast cruisers (see *Interview* ST219) has proven such a success that a few years down the line, the Danish builder has opted to tweak this winning design with a number of new features à la Hallberg-Rassy, rather than launching a new boat.

To this end, the Xc 38 MkII will feature larger portlights and a newly-configured interior, which promises to be much lighter and more airy than the original. The changes don't end there: the keel has been reconfigured for greater stability and the all-important drop-down bathing platform has been enlarged.

Perhaps most importantly, however, there is a new specially designated spot for an espresso coffee machine in the galley. The worksurfaces are Corian and there are adjustable book shelves.

- **x-yachts.com**





First rate

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America's Cup watch

Historic home brand Bremont releases race range

British watchmaker Bremont has released a special collection to mark its role as official timing partner of the 35th America's Cup and Oracle Team USA.

There's the classic Bremont AC I, inspired by the simple lines of the J-Class yachts, and the AC II in rose gold, with the Auld Mug – the cup's trophy – motif outline on the two subdials. They come in Bremont's English-made America's Cup leather wallets.

The more modern Oracle Team USA Series watches, Oracle I and II, are sailing watches designed to be used on and in the water, and are waterproof to 500m and have an automatic helium valve.

- **bremont.com**
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Workout on the waves

Keep fit on an Aegean sailing holiday

The Mediterranean Delights Fitness Voyage is a fitness holiday based on a 100ft wooden Turkish gulet. The Greek Islands voyage starts in Rhodes and includes Symi, Kos, Nysiros, Tilos, Chalki and Alimia as well as Datça in Turkey.

Fitness activities include daily yoga, swimming, hiking and belly dancing. Each voyage has a different fitness instructor; some will be more yoga-based and others more aerobic. Guests also experience a Turkish hammam, learn backgammon and Mediterranean cooking, and taste ouzo.

- **mdfvoyage.com**
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Canvas of another kind

Yorkshire-based painter shows water and oil do mix

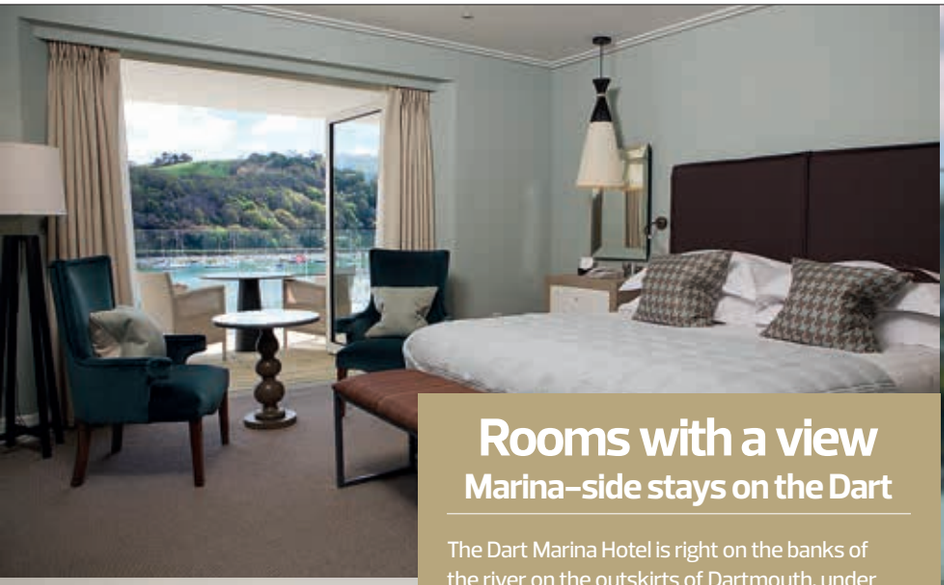
Hebden Bridge-based artist Fiona Armer had painted in watercolours for many years, but when she took up sailing she started experimenting with oils and brighter colours. She's competed in offshore races, including the Clipper Round the World Yacht Race in 2007-08, and this shows in her paintings, which capture the speed and exhilaration of slicing quickly through the water.

She now volunteers as sea staff with the Ocean Youth Trust in Scotland.

Pictured is *Shadows and Spray*.

- **fionaarmerartist.co.uk**
- **£240–£825**









Rooms with a view

Marina-side stays on the Dart

The Dart Marina Hotel is right on the banks of the river on the outskirts of Dartmouth, under the gaze of Britannia Royal Naval College.

There's a terrace next to the marina so you can take afternoon tea next to your (or someone else's) yacht, a spa and the fine-dining River Restaurant, where the head chef Peter Alcroft and his team use fresh local ingredients from the South Hams.

Fish features strongly – cured salmon, scallops, pollock, sea bass, lobster, lemon sole and hake.

There are tasteful, muted colours throughout – the design draws heavily on the setting – and beautiful river views.

Annual marina berthholders get 50 per cent off the spa and 25 per cent off food and drinks.

- dartmarina.com
- From £170 per night

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Pachacuti is a Derbyshire-based Fair Trade Panama hat importer that has won multiple ethical awards for its work with Andean women weavers in Ecuador.

Pronounced 'pa-cha-cu-tee', meaning 'world upside down' in the Quechua language, the hats are made from straw grown on biodiverse, community-owned plantations. The label has produced hats for Gieves & Hawkes and Paul Smith, among others.

Pachacuti pays its weavers up to double what they'd get from a middleman – and hopes to preserve the traditional skill as a viable employment option in the country.

The Skipper hat comes in natural with a pale striped cotton band or in ivory with a dark blue striped band.

- panamas.co.uk
- £63





HAVENS AMONG THE REEFS

Peter Carnegie finds peace among the rocks of the Channel Islands

The Channel Islands' most enduring assets lie not in bank deposits but the granite reefs and rocks that emerged on the Continental shelf some 8,000 years ago. Add the ebb and flow of one of Europe's largest tides and you have a diverse and challenging mix that has drawn yachtsmen and women for generations.

Today's first-time visitors to the islands enjoy advantages unknown to early mariners – GPS navigation, comprehensive and well-maintained marks and a wealth of large-scale charts and guides. With a modicum of experience in tidal waters and a good working knowledge of coastal navigation, venturing off the well-worn tracks to discover the offshore reefs can be a rewarding experience.

In these unique areas you can savour the transformation of the landscape over low water at spring tides, when for a few hours the sea drains away to expose sheltered havens among the reefs and swathes of sand. Here it may be possible to remain afloat in shallow pools if you are unable to take the ground.

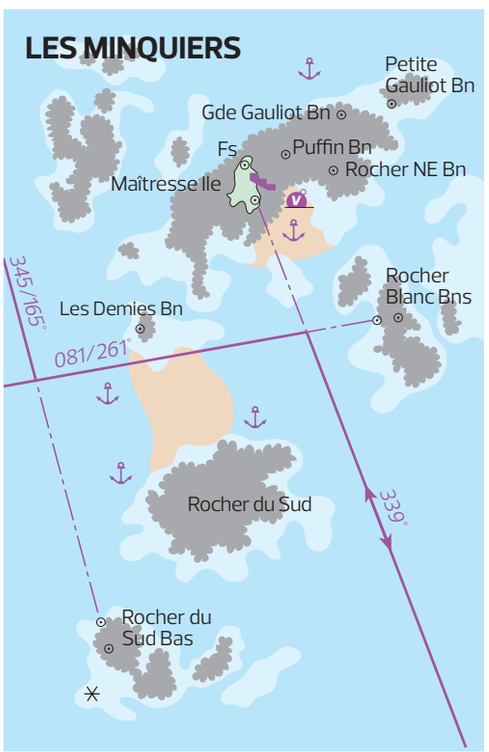
Low water at spring tides obligingly falls around noon in the Channel Islands area, so a picnic lunch on the rocks, some low-water fishing or even a game of cricket on a sand bank are possibilities. But beware – the turn of the tide can creep up unnoticed and gullies soon become flushed with fast-flowing streams. By half tide the scene is again transformed, the anchorage is exposed, and it's time to move on. →

HEMIS/ALAMY





PHOTOS: PETER CARNEGIE



Wildlife

Many of the reefs of the Channel Islands are protected sites. Birds are prolific. The most common are gulls, oystercatchers, gannets, terns, cormorants and shags. Avoid disturbing nests among the rocks in the spring and early summer – there are no trees! Grey seals may occasionally be seen. Visitors are urged not to interfere with any wildlife and plants and to take all litter and waste food away.

PLATEAU DES MINQUIERS (THE MINKIES)

- Derived from an old French word meaning fish wholesaler
- **Position:** 12nM SSE of St Helier, Jersey
- **Charts:** Admiralty 3656, SHOM 7161
- **Waypoint:** 'Demie de Vascelin' 49° 00' 8N 002° 05' 00W
- **Tides:** As for St Helier. Spring range 10.2m
- **Base:** St Helier marinas, portofjersey.je

This reef, the southernmost territory of the British Isles, takes up more space than Jersey itself. At HW it is open sea broken only by a few rock heads and one small islet, Maîtresse Ile. At LW springs, it is the haunt of low-water fishermen. The Equinoctial lows are known as 'ormering' tides when the ormer, a rare shellfish, is gathered.

Make the first acquaintance with local knowledge aboard so that you follow the correct sequence of marks. The writer recalls his first venture into this extraordinary and totally natural place and the satisfaction of achieving the anchorage unscathed. A landing was made, inadvisably, during the nesting season, causing major uproar among the gulls.

APPROACH

Best approach to Maîtresse Ile is via the published route from the north, starting from a mile west of Demie de Pas Lighthouse (St Helier, Jersey) and making good 170° to Demie de Vascelin buoy. Aim to arrive three hours before HW so entry into the reef is made with plenty of water and on a rising tide. Under sail, allow about half an hour to reach the mooring in The Pool.

ANCHORAGE

If the States mooring in The Pool is taken you can anchor close E of it. You will ground here at LW in all but small neaps. To remain afloat, anchor 500m S of Maîtresse Ile clear of the sand bank, or 400m W of Les Demies beacon. The holding is generally good in firm sand, but sound carefully.

ASHORE

Landing on the small slip on the east side and walking around is unrestricted but visitors should respect the privacy of residents and their properties. The highest point of the island, a rescue helicopter pad, offers a dramatic 360° view – a distant Jersey to the north, Normandy to the east and the reef stretching to the west. On a clear day you can make out the Brittany coast 15 miles to the south. There is a loo – Britain's southernmost.

CAUTION

Reaching Maitresse Ile from the north needs sufficient rise of tide to cross the sandbanks. The northern bank stretching NNW from Gruneṁ Tar beacon has moved east into approach line and must be crossed at its southern end, where it dries approximately 3.5m (2015). The smaller Demies bank to the South has now moved SW and dries approximately 3.4m. Dinghy work and bathing can be dangerous. Any activity should be timed to coincide with slack water. →



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PHOTOS: PETER CARNEGIE

LES ECRÉHOUS

- From Scandinavian words *sker–holm* meaning 'rocky islets'
- **Position:** 7M NE of Jersey
- **Chart:** British Admiralty 3655 Jersey and adjacent coast of France
- **Tides:** as for St Helier. Spring range 9.6m.
- **Base:** St Helier Marinas, portofjersey.je

This rocky archipelago between Jersey and Normandy is Jersey territory – though this has been contested by the French on occasion. It consists of three islets. The main one is Maitre Ile in the south with Marmotière and Blanche Ile in the north. All have small dwellings that are occasionally occupied by their Jersey owners.

A visit over LW springs offers spectacular natural scenery with just a shallow area south of Marmotière in which to remain afloat – unless you can take the ground on the sands to the east. Spring rates in the reef exceed 5 knots, so dinghy trips must be carefully timed. To ghost up The Sound to the anchorage under sail on a bright sunny day provides an unforgettable introduction to Les Ecréhous. First-time visitors often find it difficult to believe that such places even exist.

APPROACH

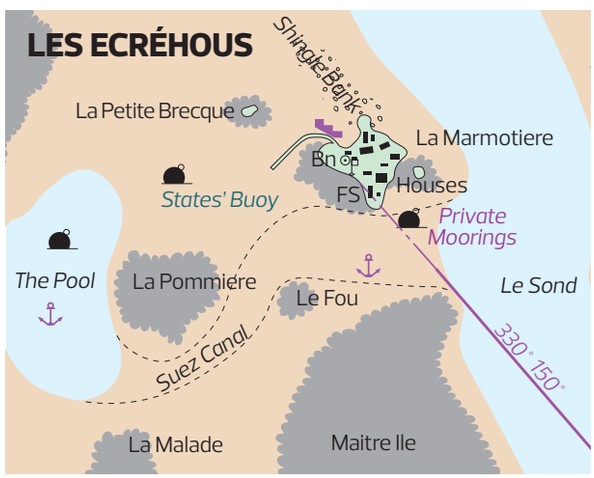
The only approach is from the SW on the flood arriving before the ebb starts half an hour before HW. It is best to remain aboard until the stream has slackened off, as some swinging can be expected in what is often a crowded anchorage – especially at weekends.

ANCHORAGE

With local knowledge The Pool may be entered via the 'Suez Canal' (see chart) but holding here is poor.

ASHORE

There are no restrictions to landing and exploring Marmotière and Maitre Ile, but visitors should respect the privacy of residents and properties. Low-water springs uncovers large areas of sand and leaves natural pools that are ideal for bathing – just keep a close eye on the tide.



Visiting the reefs

Though the reefs mentioned here are off the beaten track, there are many excellent harbours with every facility for visiting yachtsmen.

- **Guernsey:** Victoria Marina has visitors' berths, services and great access to St Peter Port; Beaucette Marina is dramatically situated in an old quarry on the island's northeast tip
- **Sark:** Numerous visitors moorings offer shelter from most conditions; fuel (cans) available at Creux Harbour
- **Alderney:** sheltered moorings at Braye, with fuel and chandlery from Mainbrayce



COLIN PALMER PHOTOGRAPHY/ALAMY



THE HUMPS

- **Position:** 1.4M NNW of Noire Pute 49°29'.43N 02°26'.05W
- Tidal streams very strong and accelerated between reefs.
- **Chart:** Admiralty 808
- **Base:** Victoria or Beaucette marinas, Guernsey, beaucettemarina.com; guernsey.harbour@gov.gg

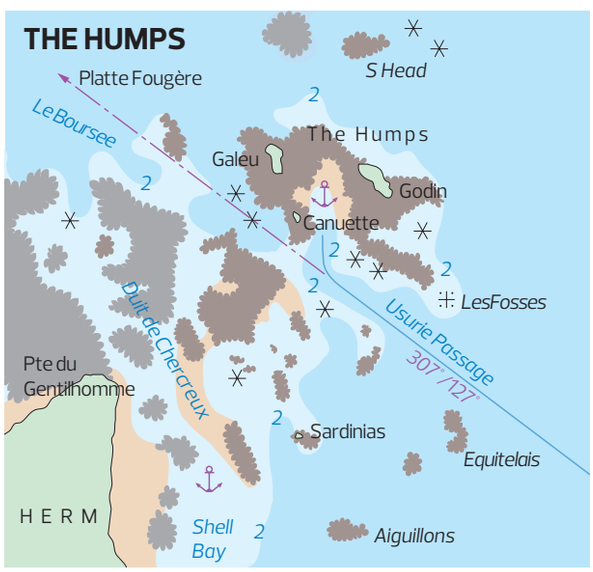
This LW anchorage must rate as one of the most challenging in the Channel Islands, so try to have local knowledge aboard for a first visit. It is accessible to visit about one and a half to two hours either side of low-water springs when most dangers are visible. Marks can be elusive and much of the pilotage is of the eyeball variety.

As with all the reefs, once you have mastered the pilotage it becomes more straightforward the next time. The impression of this almost landlocked lagoon at low-water springs is its peace and isolation. A great spot for pottering about in the tender in crystal clear water.

Approach is from Belvoir Bay on the E coast of Herm. First find Grande Amfroque lighthouse BW tower and position over the end of Les Fosses on 028° and hold carefully. This provides safe passage between Sardinias (2m) and Equitelais (dries 2.9m) to the E.

Then look SE for Noire Pute and hold on a stern bearing of 150° open to the E of the conspicuous chateau on Brechou. Next turn NW onto transit Platte Fougère lighthouse in the gulley S of Canuette. Hold on a bearing of 307°. Finally turn N to enter the anchorage. The bottom is sand and weed with good holding.





Visiting the reefs

TRANSITS

- You should be able to hold marks in transit accurately – particularly in a cross stream.

USING THE TENDER

All the anchorages carry cautions concerning movements between yacht and shore. Best practice is:

- Do not overload
- Wear lifejackets
- Time movements to coincide with slack water
- Do not rely solely on an outboard – carry oars
- Carry anchor and line
- Carry basic safety equipment – flares, torch and a handheld VHF

TAKING THE GROUND

The ability to dry out vastly extends your options in Channel Island waters, whereas even a 2m draught would be restrictive. Bear in mind it is not possible to dry out alongside in the anchorages described so consider beaching legs. It helps to know the terrain before you ground.

CHARTER

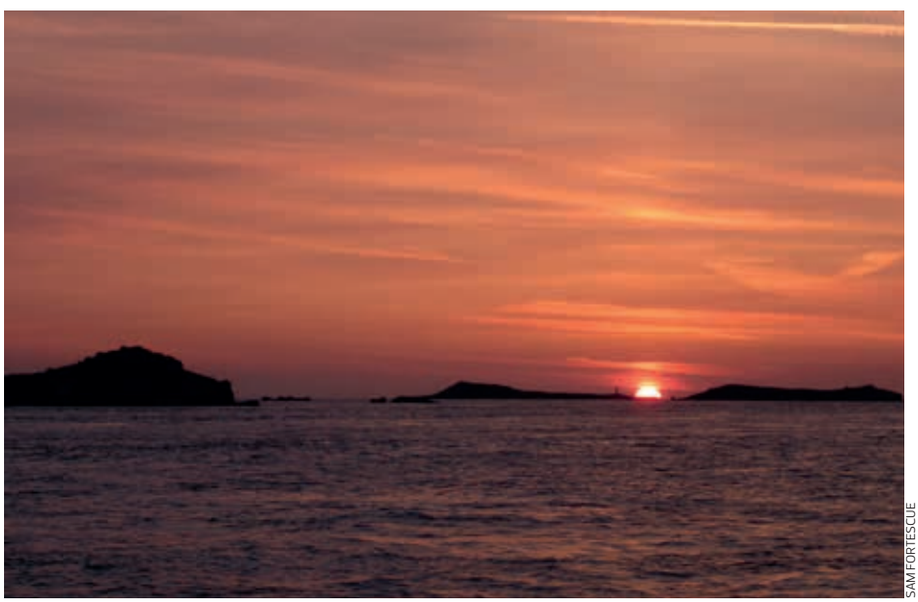
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About the RCCPF

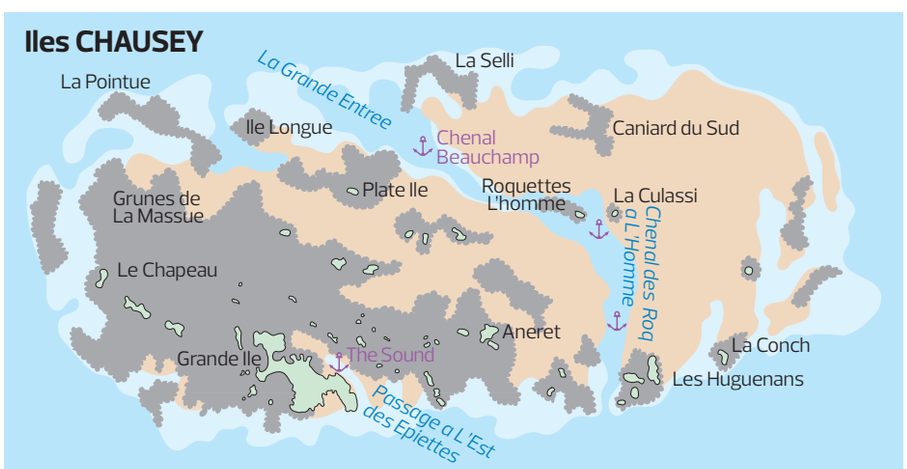
The Royal Cruising Club was founded in 1880 by Sir Arthur Underhill and a coterie of friends to encourage and facilitate cruising in small yachts. Members, then as now, contributed to the enjoyment and safety of others by writing accounts of their cruises for the Club Journal (Roving Commissions) and publishing coastal guides.

The RCC sponsors a charity, the RCC Pilotage Foundation, whose aim is to provide pilotage and passage planning information for cruising areas around the world, and who publish nautical books and downloads about ocean sailing, coastal ports and anchorages. You can buy many of its pilots in the *Sailing Today* shop and find out more at **rccpf.org.uk**





SAM FORTESCUE



ILES CHAUSEY

- **Chart:** SHOM 7134
- **Tides:** HW Chausey is 20 minutes before St Helier. The spring range is 11.1m and the flood is shorter than the ebb
- **Base:** Port des Sablons, St Malo, ville-saint-malo.fr

This archipelago, sometimes referred to as "The French Channel Islands", has long been the object of rivalry between England and France but is now very much part of France – so visitors should fly a courtesy flag and be ready to show passports. The NW entrance is 20M SE of St Helier and the main island, Grande Ile, is 9nM west of Granville.

At springs, Chausey often comes up with the unexpected – usually on account of its large tidal range. Dragging anchors, awkward groundings, lost tenders and logistical problems getting to and from the restaurant in the evening are all part of the Chausey experience.

Pick a moderate spring tide for your visit and settled weather, when scenery is spectacular around LW. Avoid large springs, when streams can exceed 5 knots in The Sound anchorage.

A day sail to Chausey is a long haul under sail when it might be better to night stop at Granville Marina, accessible three hours either side of local HW, or in The Sound.

BEST APPROACH

A navigationally straightforward downtide passage from St Helier to the north entrance (La Grande Entreé). Aim to enter the reef no earlier than half tide in order to cross the sandbar. tide. Simple entry from St Malo or Granville.

LOW WATER ANCHORAGES

In addition to The Sound there are numerous secluded anchorages among the reefs and islets for which French chart SHOM 7134 is essential. Try the south part of Chenal Beauchamp in the east half of the archipelago, where in fine weather you will find white sands and turquoise waters reminiscent of the Caribbean. Beware of mussel beds (bouchots).

Ashore there is the Restaurant Hotel du Fort, noted for its seafood (Tel: +33 (0)2 33 50 25 02), a general store with fresh bread and water, and lovely sandy beaches.

NATURE RESERVE

The area E of a line from Grande Ile lighthouse and L'Enseigne beacon tower is a bird sanctuary. No landing in this area is permitted from April to June. This does not apply to L'Ile Aneret (Grande Ancre), which is 1.1nM ENE of Grande Ile lighthouse.



PHOTOS: PETER CARNEGIE

BURHOU ISLAND

THE LUG OF BURHOU

- **Position:** 49˚43'.64N 02˚15'.49W
- **Base:** Braye, Alderney, visitalderney.com

This islet 2M WNW of Braye is home to the largest puffin colony in the Channel Islands. Landing is prohibited in their breeding season (15 March – 1 August), although anchoring is unrestricted. An anchorage known as The Lug lies on its south side, protected at LW by the islet and Burhou Reef. Avoid over big springs, when the NE-going flood stream courses through the anchorage at HW. Choose neaps and settled weather for a visit.

APPROACH FROM BRAYE

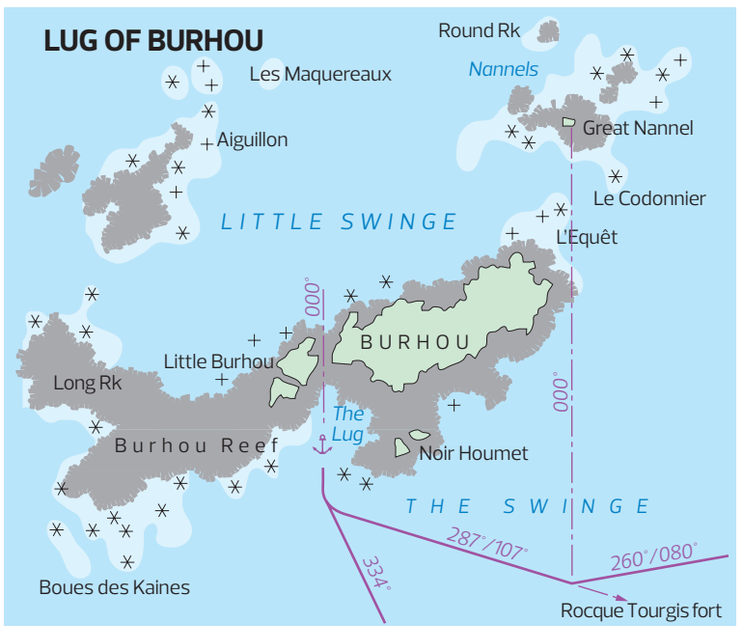
Make 260º down the Swinge with Chateau à L'Etoc, just visible off the breakwater, on a back bearing of 080º. Hold this until Great Nannel off the east end of Burhou bears due north then transfer to a stern transit of 107º on the church spire and white pyramid on the right edge of Rocque Tourgis fort.

APPROACH FROM SOUTHEAST

This is on a heading of 334º holding stern marks (Coupé open west of Les Etacs rocks). Avoid patches of overfalls in the Swinge and keep a check on any cross set.

ANCHORAGE

When the broad anchorage opens up, enter from the south. It is deep, gradually shelving around the edge. The bottom is sand with rocky patches and the holding is good. The starkly beautiful scenery is enhanced by the sight of puffins.



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ABOUT THE AUTHOR

Peter Carnegie discovered sailing on moving to Jersey in the 60s as a teacher. This soon became a profession and he co-founded Jersey Cruising School specialising in RYA training courses and charters. He is a dedicated family sailor and has cruised extensively with his wife and children as well as taking part in several Atlantic crossings.



ON-MESSAGE

MAJOR GENERAL MARTIN SMITH is the man tasked with wiping out piracy in Somalia. ***Emma Bamford*** went to ask him what he's doing to protect cruising sailors

Suburban northwest London is perhaps not the location you would expect the operations room of a European-wide task force dedicated to eradicating piracy in the Horn of Africa to be located.

But hidden in the heart of a military base off a tree-lined avenue is the command centre of Eunavfor – the European Union Naval Force – which, via Operation Atalanta, has been working to tackle the unstable situation in the north Indian Ocean for the past seven years.

Since 2008, 581 vessels have been attacked in the Indian Ocean, and 3,643 crew held hostage. According to World Bank figures, this earned Somali pirate leaders $350m (£225m) in ransoms in six years. Young men can earn up to $30,000 (£19,300) from a single hijacking.

Depending on whom you talk to, these men are either desperate, impoverished fishermen angry that others are illegally netting their livelihood – or mercenaries hired by organised crime gangs.

Either way, they have succeeded in making the Gulf of Aden and, latterly, the whole north Indian Ocean, a no-go zone for sailors.

The man currently tasked with getting this situation under control – protecting vessels transiting the area and reducing piracy – is Major General Martin Smith, a career Navy man who is Commandant General of the Royal Marines and also commander of the UK amphibious forces.

When I go to Eunavfor's headquarters to meet him, I find a pleasant-mannered man who is proud of the job he has been doing since August 2014. You do not get this far in the Marines, from troop commander in Northern Ireland in the 1980s, to second-in-command of the tough 45 Commando, to leading a battle group in Afghanistan up to an MBE and Major General, without being a bit of a politician – coming across as polite and approachable, while at the same time making sure your message is always centre-front. And his message, while piracy attacks have reached a seven-year low, is loud and clear: *The threat remains. Keep away.*

Eunavfor has four ships operating in Gulf of Aden and Horn of Africa: the *Galicia* and *Christina* from Spain, *Bayern* from Germany and *Grecale* from France, plus two aeroplanes, monitoring 3,000 miles of coastline and a sea area the size of Western Europe.

There are several strands to their method: understand, deter, disrupt, protect and reassure. Protect and deter – the naval vessels on the waves; the planes in the sky – are obvious. To disrupt, in spring 2012 they mounted an operation to blow up pirate logistics dumps on the beach. This isn't a permanent solution – but it does mean that the gangs have to keep their boats and weapon stores further inland, out of range of the naval forces' guns, making it more difficult to launch an attack. They also now have strengthened powers to arrest pirates at sea and take them for trial in other countries (piracy is not a crime in Somalia), which acts as a deterrent and reassures the community that something is being done.

'WHEN WE TALK ABOUT PIRACY WE MEAN THE WILL TO DO IT, AS WELL AS THE OPPORTUNITY'

The EU Naval Force's tactics seems to be working. From a peak in early 2011, there were zero attacks by Somali pirates in the first quarter of this year (see p12 for more statistics).

"We as a naval force have had quite a profound effect against the opportunity to conduct piracy," says Major General Smith. "The intent and the capability remain. There are still groups that would conduct piracy if they had the opportunity and the equipment to do it. The threat can only be completely neutralised when there is adequate rule of law on land in Somalia."

Operation Atalanta has a mandate until 31 December 2016, although the General is confident that he will get a two-year extension, including European funding. "The EU still understands the threat of piracy in the Indian Ocean," he said. "When we talk about piracy, we mean the will to do it, as well as the opportunity."

Other bodies involved in Operation Atalanta include MSCHOA (Maritime Security Centre Horn of Africa), a body set up to protect merchant shipping →

PHOTO, FACING PAGE: GARY BLAKE

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interests in the area, the Nato Maritime Group and the Combined Maritime Forces, which is a group of navies from outside Europe, for example Korea and Pakistan. And then there's UKMTO (United Kingdom Maritime Trade Operations), which liaises between merchant and military forces, and is the body that would handle contact with pirates if a British vessel was hijacked, plus Marlo, its American equivalent.

It's a mind-boggling array of official bodies, and at a briefing they take pains to show me how they all share information through a high-security web chat room, called Mercury.

The stark fact remains that not one of these organisations is there to protect cruising sailors. Eunavfor is tasked with ensuring ships carrying food aid make it through to Africa; the others are looking after the multi-billion-dollar trade interests of the shipping corporations. Circumnavigators fall through the gap.

What about sailors?

In the operations room, where a bank of desks faces forwards to a giant screen, they keep track of thousands of ships in the ocean on a live map, like a giant AIS. In fact, it does use AIS, as well as yacht tracker systems, to keep tabs on vessels.

But when I ask if the live map shows any private vessels, such as sailing yachts, Simon Church, the MSCHOA liaison to Eunavfor, tells me it is "very difficult to monitor yachts", *(The threat remains. Keep away*). I find it hard to understand why yachts can't be included on this map, since obviously many do carry AIS transmitters, and even tracker devices. Later, in a private briefing with Major General Smith and Church, the reason why becomes clear – neither body has a 'mandate' (ie funding) to protect cruising vessels.

"It's a mandate to protect trade and merchant ships. It does not seek, and never has sought, to protect yachts," says Church, adding: "It is very difficult to communicate with yachts unless they have the right equipment."

"If there was a Solas situation (safety of life at sea), such as a yacht taking on water, then we would act," Major General Smith reassures me. In the past, Eunavfor has assisted sailing boats that had run out of fuel and water and once even sent engineers on board a yacht to fix an engine problem. However, he stops short of promising that they would divert warships to assist a sailing yacht that was being hijacked. Once again: *The threat remains. Keep away*.

"We advise sailors to stay out of the high risk area," says the General, who is a sailor himself and who has cruised in Thailand, the Pacific, the Med and the Caribbean. "We acknowledge that this gives them some navigational difficulties but we would highlight that piracy is a risk – and the seriousness of that risk should anything occur." *The threat remains. Keep away*.

But then the message becomes a little confused, changing to *Keep away. But if you're going to do it anyway, make sure you let us know you're coming.*

I tell him that I sailed through the area myself, in 2011, when the risk and fear were at their peak. (The experience frightened the life out of me and I left the boat I was crewing in Salalah, Oman. My skipper continued on; others opted to ship their yachts to Turkey.) We've also been hearing reports of sailing yachts passing through the Gulf of Aden and into the Red Sea, I tell him.

"If you do decide to sail, there is a process of registration that we advise you to follow [via the MSCHOA website]," he says. "We take that information and share it with UKMTO, the emergency response authority in Dubai. We encourage you to follow the procedure of calling them [in the case of an attack] if you have the equipment."

What the point of this would be, I don't know, since MSCHOA had already told me it does not monitor yachts. In fact, when I was in the area in 2011, we did register with various bodies and heard nothing from any of them until overflown by a plane after the shocking hijacking of *Quest*, when we were hailed on VHF.

I ask him whether he advises taking a gun.

"We advise yacht skippers not to take weapons because we believe that it can exacerbate a pirate incident, raise the level of violence and tension," he says.





PHOTOS: GARY BLAKE

Another option, Major General Smith adds, is to hire armed escorts: "It's a matter for the skipper."

When I ask him what lessons have been learned from the deaths of the four *Quest* crew following the hijacking in 2011 (they died after an armed stand-off between the pirates and American forces), he answers not about what the military forces learned, but instead turns it round to talk about what cruising sailors should take away from the incident.

"The real lesson is to understand the seriousness of the threat. These people aren't your average burglars. Some of them have very malicious intent and they tend to be very heavily armed and they are quite prepared to use those weapons."

And we're back on-message: *Do not come here*. If you do, you are on your own and you are responsible for your own actions. Which, really, is something that cruisers understand every time they go to sea.

See page 12 for further analysis

ABOVE
The area sailors are advised to avoid runs from the border of Tanzania and Mozambique in the south to India's southernmost point in the east

28

NEXT MONTH

Michael Buerk

On sale 28 August

Paul Heiney

Happiness can be found at the end of an anchor warp, in a short fetch out of the swell

There is much about fitting out a cruising yacht that is less to do with safety and performance, and more to do with what might be called peace of mind. I bought several hundred quid's worth of such relaxation a few years ago and winced at the cost. But then I decided that if I spread that money over hundreds of nights of sound sleep, it was worth every penny. And so I purchased the largest and most expensive anchor I have ever bought.

In fact, it was ridiculously large and of a futuristic design that might have been a contender for a Turner Prize. It even turned heads; passers-by in the harbour stopped and stared before walking on; maybe they were deeply impressed, or possibly disbelieving. Its maker claimed that it would hold an aircraft carrier in a hurricane, and since I was heading to high southern latitudes where harbours are infrequent to say the least, I was more than pleased to have it hanging over the bow even if the poor old boat did seem to groan a bit with such a weight hanging round her neck.

This level of preparedness in the anchoring department is in sharp contrast to the very first time I anchored a boat. I was the proud, new owner of a 17-footer and I had sailed her, alone, all the way from Burnham-on-Crouch to the Walton Backwaters. It was my first proper outing, and I was teaching myself to sail and navigate with the tiller in one hand and book in the other. Having learnt the chart symbols, figured the tides, and tried to understand the weather forecast, I set off and several long hours later, somewhat to my surprise, I arrived. It was now time to anchor.

I had yet to read the chapter on anchoring, though, and scope, and use of rope or chain, and all the other mysteries which surround this apparently simple process were lost on me. The result was that I had no appreciation of the harsh fact that a measly 10ft of chain attached to the anchor was going to be of little use in the 10ft of water in which I had anchored. This I quickly discovered as the ever quickening ebb got hold of us and we made a stately progress backwards. Having no previous experience to go on, I thought the anchor must be broken, or something. Then I guessed the chain might have snapped – it didn't look strong enough to hold grandfather's watch in his waistcoat pocket let alone a little ship to the seabed. It was a stressful climax to an already testing day.



ILLUSTRATION: PIERRE HERVE

'I THINK I'VE OWNED JUST ABOUT EVERY ANCHOR INVENTED OVER THE PAST FEW YEARS'

But when I realised that more line on the anchor would do the trick, and once a length of something not much stronger than garden twine had been unearthed and pressed into service, my first little voyage came to a satisfactory conclusion. The next day I found a chandler and bought another length of chain – my first ever investment in peace of mind.

There have been many anchors since, and not one of them has been a waste of money. I think I've owned just about every anchor invented over the past few years and I've loved them all, except perhaps a huge Fisherman's which has stayed in the shed and has never been to sea – it's simply too much of a brute.

I love being at anchor. If your anchor is holding, and the shelter is good; if the swell can be avoided and the fetch is not too great, then at anchor is the very best place to be. I know there are many who shun it and head straight for harbour, but for me the complexities of being alongside can cancel out many of the conveniences. I enjoy the sense of independence. I don't miss that bad-tempered, early morning untangling of lines when someone on the inside of the raft has to leave; I don't regret being as far away as possible from the two-in-the-morning drunks who come brawling down the quayside.

I've met many people who don't like being at anchor at all, and I understand their nervousness and confess I have often woken after a windy night to be pleasantly surprised that the boat is still in the same place as when I went to sleep. But I've had just as many bad nights in marinas with the wind howling, the tide running, and wondering how the hell I am going to get out of the damned place without hitting anything. At anchor it is simply a case of up and away.

There has been much written about the joys of the wind on your face, the billowing of the sails, and the roar of the sea as the bow of your little ship cuts a furrow through the ocean. All good stuff, and true. But just as potent is the joy of the secure anchorage with its peace and shelter and views better than any harbour, and certainly any marina, can provide.

A good anchor is money well spent. For me, it provides a large part of the joy of sailing.

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Is your anchor a friend or a foe?

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Blue note

From Mormons to babysitters, Jess Lloyd-Mostyn has shipped the best and worst of casual crew during four years of bluewater passage-making

"So which one of your tequilas is best?" Yes, I can safely say that after having 26 different casual crew on board, we've seen the full spectrum of good, bad and downright ugly: the guy with an enthusiastic interest in our booze cupboard, the woman who never helped with the meals on a long ocean passage and the bloke who was so used to catamarans that he moaned about our speed. Inviting someone to share in your sailing can be daunting. But ocean crossings or long offshore passages make an extra set of hands very useful. Our sailing has mainly been done as a twosome, although we've had friends, professionals and family signing on for parts of our journey, giving us a good idea of what makes for ideal crew.



ILLUSTRATION: AIMEE JEWITT-HARRIS

"'HOW DO YOU TAKE YOUR TEA?' IS MUSIC TO A SKIPPER'S EARS'

The professionals were sailing instructors and delivery skippers. This helps you relax, knowing that if the passage gets harder they have solid skills you can count on. You can learn new abilities, compare ways of doing things and discuss them, debating the merits of one over another. Andy, one of our first crew, was a pro with his own sailing school, who not only coached us but kept everyone entertained. When we hit fog and doubled up on watches he provided endless games and jokes, keeping our spirits up as we laughed into the night. He became a great friend as a result because he made the passage so much fun.

We've also had crew with a little sailing experience, recognising enough terminology to understand instructions but not wanting too much responsibility. They might know different ways for trimming sails or using the engine so it's important to express your preferences from the beginning. The flaw is if they claim to know things that they don't. We found ourselves stuck with somebody awful on one crossing who had given the impression she was an experienced sailor. In reality she knew very little but, worse still, would argue back at every instruction, turning what could have been a straightforward passage into one fraught with hostility.

Another possibility is the total novice who is keen to learn, travellers who use the seasonal boats to hop from place to place. They're young and tend to have great energy, which is a real asset. It also means you can make new friends, offering rides to people longing to get out on the water. We met Chris in French Polynesia, who proved to be a fast and competent learner-sailor as well as a natural with our daughter, acting as part crew, part nanny. We showed him exactly how we wanted the boat to be handled and the arrangement worked so well that he stayed aboard for five months. He also had the coffee already brewing each morning when I woke up, a definite bonus.

Often it's the liveaboard element of long passages that's hard, particularly if the crew overuses resources like fresh water, electrical power or food. Good crew, like Chris and Andy, are generous with their efforts in terms of domestic duties as well as sailing work. Finding people who are self-starting and proactive is like a breath of fresh air, adding new motivation to everyone on board. Questions like "How do you like your eggs?" or "How do you take your tea?" are music to a skipper's ears and it's not surprising that laziness or sulkiness about meals or cleaning won't go down so well. Camaraderie is essential. Enjoyable sailing requires team players; it's not a staff and employer relationship.

The right balance is all about personality – dynamic and different backgrounds or values can trigger conflict. We even had one nightmare crew who chose to criticise every aspect of our parenting, which meant that she was swiftly rowed ashore at the next island. If you're hearing alarm bells before you leave the dock, it's an indicator that there may be problems down the line. You don't want to be in the position that we were, one week into a four-week crossing, when our extra crew turned our faces pale by bringing out a book saying, "Can I read to you from the book of Mormon?"

Living and working together in close-quarters is a challenge for anyone so you do have to keep a sense of humour and perspective. Our worst crew combinations were, in hindsight, when we didn't ask enough questions at the start. But ultimately it's a short-term arrangement and if it's not working out then hopefully you can grin and bear it for the passage in question.

And, if nothing else, it will make a good story!

HAVE YOUR SAY

What makes a good crew?

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Readers have been voting in their thousands, but there's still plenty of time to have your say in the inaugural Sailing Today awards. Categories include bluewater cruiser, luxury cruiser, yacht club, marina, clothing, gear and sailor of the year. Vote at **sailingtoday.co.uk/awards2015** before 23 August. We shall announce the award winners – and the prize winner – on the first day of the Southampton Boat Show (11-20 September).

In addition to the 12 award categories open to public vote, our expert editorial panel will decide a further three special categories:

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This is an award that allows our panel to recognise achievements in sailing that transcend a single voyage or event. The people we will be considering will have made many, many impressive voyages, pushed back the horizons for cruising sailors, facilitated many people's sailing exploits by providing key support, or offering tireless wisdom and expertise to others. They typically shun the limelight, unlike the big beasts of the sailing world, and have quietly got on with it for years.



CHAD EHLERS/ALAMY

GREEN AWARD

Sailors are in a unique position to observe at close quarters the state of the world's oceans and seas, and the impact that development is having on them. We wanted to give special recognition to businesses or sailors who have worked hard to make a positive difference for the environment on which our sport depends.



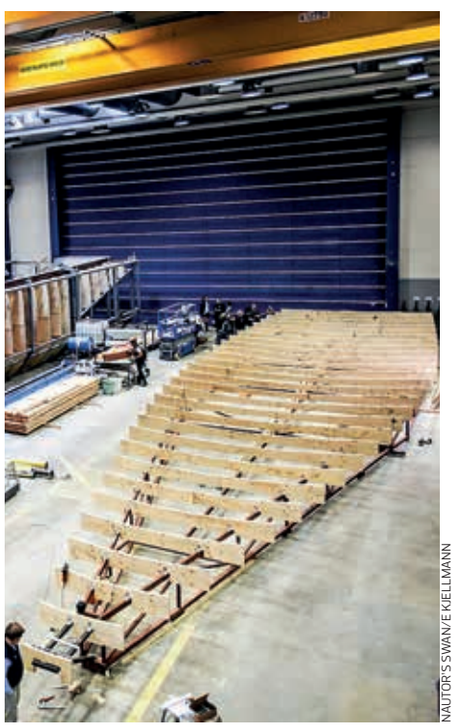
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BOATBUILDER OF THE YEAR

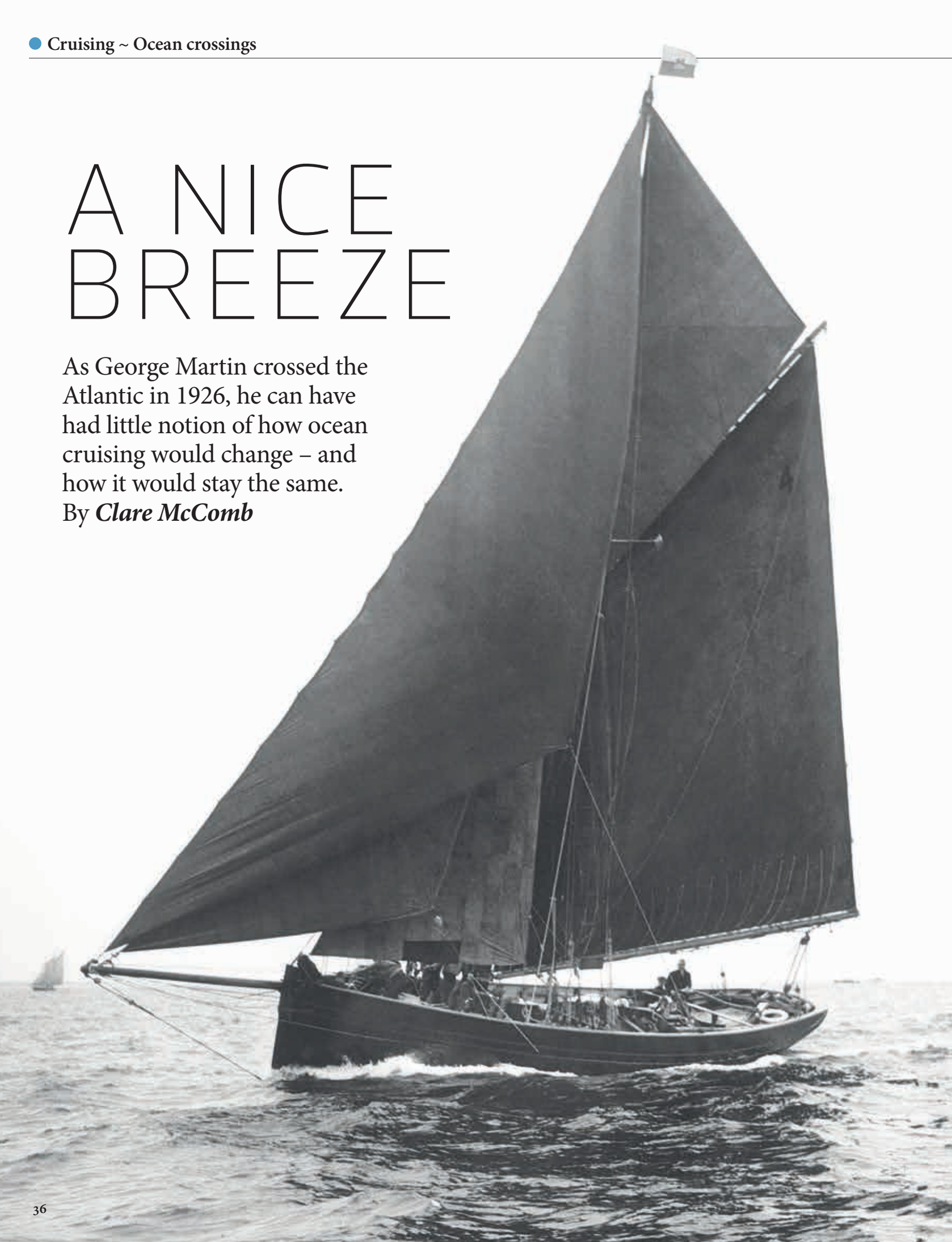
There's more to boatbuilding than shifting hulls, and this award aims to recognise the hard work that goes in to pioneering design work, fostering skills, customer service and organising events. The winner may not have launched a new model this year, but they will have been busy adding extra value for existing and future boatowners.



NAUTOR'S SWAN/E KJELLMANN

A NICE BREEZE

As George Martin crossed the Atlantic in 1926, he can have had little notion of how ocean cruising would change – and how it would stay the same.
By ***Clare McComb***



"YIELDING BEFORE THE SEAS IS WHAT ENABLES *JOLIE BRISE* TO RIDE OUT THE GALE IN SAFETY"

When *Jolie Brise* set off from Falmouth on 4 April 1926 she was carrying a truly pioneering crew: they had swept home victorious in the very first Fastnet, just the summer before, and now their sights were set on crossing the Atlantic to take part in the famous Bermuda Race. Owner and helmsman George Martin, founder and first Commodore of the Ocean Racing Club, had organised this voyage with more than one eye on publicity. It was part of a deliberate ambassadorial campaign to forge relationships with the American ocean racing fraternity and he was even aiming to challenge some sporting yachtsmen to race him back across the Atlantic in time for that summer's Fastnet.

Finance for the trip had been on a very short shoestring. The yachting author Western Martyr, and JRK Warneford, the navigator, were each paying £2 per week for their food; meanwhile George had made arrangements with *Yachting World* and the *Daily Telegraph* to publish his articles, which might bring in around £250 more. A book was to follow. His mother despaired that the trip would bankrupt him, perhaps with good cause, but he reassured her that once in America the crew could continue to live on board, which would cost very little. Where money had been spent it was on *Jolie Brise*'s new set of racing sails, Ratsey's best, which were carefully stowed below for the crossing – although tradition has it that Warneford had sold the family silver to fund those.

The provisioning had been meticulous, with 200lb of beef, 70lb of bacon, 15 dozen eggs packed in dry salt in large glass jars, and a gallon of water per man per day plus reserve, giving three months' supply in total; there was a Berkefeld filter connected with the pump in the galley to ensure the water would be sweet to use, even after many weeks at sea. Alas, most of the beef rotted and had to be hurled overboard for the sharks, but the other supplies served them well – George's famous onion soup was a firm favourite, as was good strong coffee and Bovril for the night watches. The crew lived on ship's biscuits, curries and rock cakes, with plum duff twice a week and tinned bully beef when supplies ran low. George understood that plentiful good food was vital for morale, and had planned accordingly.

Poor Green, their 21-year-old cook, was often seasick, so Briggs, the other 'paid hand', made good in the galley, cracking jokes and composing a *Jolie Brise* song as he worked. Four red-waxed Edam cheeses only "improved" as the voyage progressed, while oranges and Board of Trade-regulation lime juice kept up the vitamin intake. A 10lb reserve tin of butter was never opened. Four-hour watches and regular meals soon set up a steady rhythm.

Navigation was hands-on. Warneford wrote it was quite a job "to catch old man sun on the horizon with leaping waves while trying to save the sextant from salt water!" George noted later that his friend was a "born navigator" who after nearly seven weeks' practice was able to rely on his sextant readings when it seemed impossible to find the real horizon at all, or take excellent star sights when George himself "could not keep a star in the field of his telescope".

An Eton friend and wireless expert, William Rathbone, had designed two sets especially for *Jolie Brise* which "were made for wavelengths around 19,000m"; these carried Lafayette, the French station, for 4,000 miles and picked up the US time signals 10 days before they lost France, so they "always knew GMT to the half second". Their chronometer was "a small eight-day Waltham" which kept a very good sea rate of less than half a second a day, although its harbour rate was one-and-a-half seconds.

George had half-filled a train carriage with "a terrible assortment" including two radios, batteries, the chronometer, a compass of large size and many other unusual things, on his way to join *Jolie Brise*; he wrote to his mother that he had paid first class rather than his usual third, to be able to take the delicate instruments in the carriage alongside him.

Storm tossed

At the start of the voyage a big swell off the Lizard caused much rolling about and queasiness. After that they sailed down the Spanish coast with a spanking NNE wind, and were becalmed off Vigo before picking up the Portuguese Trades. At one point, they met a proper gale with magnificent seas about 30ft to 40ft high – they could see for miles around on the top but lost all wind in the hollows.

They headed southwest before a changing wind, where cross-seas were "making over the big ones", then "turned the corner", taking care not to lose the Trades. By now they had lowered trysail and jib and were running under a strange arrangement of split raffee and squaresail. Warneford said steering *Jolie Brise* was "a bit like being towed by a steam boat" but they all relished the thousands of miles of ocean lying ahead.

Meanwhile George strode the deck wearing an extraordinary series of →

● **OPPOSITE**
Jolie Brise racing in America

● **BELOW**
The crew set a queer downwind arrangement of squaresail and split raffee



COURTESY WARNEFORD FAMILY

MAIN PHOTO: MYSTIC SEAPORT ROSENFELD COLLECTION



COURTESY WARNEFORD FAMILY



COURTESY MARTIN FAMILY

'UNDER THE BLAZING SUN, THE LITTLE BOAT RODE SEAS WITH VIVID COLOUR, INCLUDING THE DARKEST SAPPHIRE BLUE'

garments and played his 17th century Ruggeri violin pouring heartcatching baroque melodies into the storm, liking it best when the wind roared in competition. There were a few birds, typically fat petrel and storm petrel, and porpoises came alongside *Jolie Brise* to rub their backs on her bottom before prancing away like merry jokers, to peep back at her through a following wave.

By 29 April they were more than halfway across, making between 140 and 160 miles per day. With trysail, topsail, squaresail, half the raffee and a big jib, *Jolie Brise* was doing 6-7 knots easily. Under a moon bright enough to read by, flying fish leapt on deck to be eaten later for breakfast. Martyr was keeping one of the 4lb red cheeses in his locker "like a pet" although he suffered from indigestion when he ate too much after a trying watch.

Atlantic routine

Later, the memories of that time lost their detail and blended into one in George's mind. He felt it would have made no difference whether they had sailed on for years or months or days. Rainclouds swept like cataracts across the sea, roaring as they came but were soon gone and the trade winds blew again as steadily as ever.

After sunset, night fell quickly and stars appeared one by one in order of their brilliance: they were strangers to British eyes, for the whole sky had changed – the Pole Star had dropped far down towards the horizon and to the south new constellations were blazing. *Jolie Brise* ran on day after day, "making her westing", until they turned north 250 miles east of the West Indies, where the northerlies in the Horse Latitudes and, later the gales of the Gulf Stream, took charge.

The yacht 'lay to' with a double-reefed trysail and storm jib – "a mere scrap of canvas, very heavily roped" – being carried bodily astern and to windward when a big sea broke on the weather bow. George said that the strain on the rudder and steering gear was "like that upon a door which is forced backwards until the hinges are torn off" but added that "yielding before the seas is what enables *Jolie Brise* to ride out a gale in safety". He had always felt that the essential qualities in a yacht designed for deep-water sailing were weatherliness, absolute dependability in all conditions of wind and sea, and being steady and comfortable in rough water. Trying to sail fast was often a case of more haste, less speed.

They felt threatened even when the wind dropped: waves which had been flattened out by the gale now averaged 46ft to 50ft from trough to crest. Under a blazing sun, the little boat rode seas with vivid colours including the darkest sapphire blue. George said it was "one of the finest sights in the world" as he always admired the force of nature, even in the midst of danger.

Crossing today

I recently met Phil Martinson, an ex-skipper of *Jolie Brise*, and compared his experiences with those of George Martin and his crew. One 2009 transatlantic crossing in a 72ft carbon-fibre racing yacht had offered creature comforts beyond George's wildest dreams: real beds, showers, DVD players and 21st century navigation systems. Phil had enjoyed six hours off-watch to three on – with the luxury of an autopilot obeying route decisions informed by internet, detailed weather reports and the electronic chartplotter – a strong contrast with Warneford's enforced double watches and multiple sextant readings to keep *Jolie Brise* successfully on track.

Where George lashed himself to the tiller to drive on through squalls, Phil's incoming weather alerts meant storms could be avoided almost at the touch of a button. Like *Jolie Brise* they were using their second-best sails, with new ones kept for the races ahead. Unlike *Jolie Brise* a container of equipment was crossing independently of the boat.

Technology and time apart, there are things that cannot change: the excitement and adventure of being so far from land, whale and dolphin sightings and flying fish littering the deck in the morning. Phil always enjoys seabirds on his voyages and they were plentiful on this crossing. He remembers the quietness of watches on his own, using his 'sea-senses' to read approaching weather systems alongside the electronic aids.

● **ABOVE LEFT**
Jolie Brise under way, with George striding aft

● **ABOVE**
The spinnaker was mended by Briggs using a tablecloth from the cabin

● **OPPOSITE**
Clockwise from top: *Jolie Brise* is now owned and sailed by Dauntsey's School; George and crew in the Bermuda Race 1926; George at the tiller of *Jolie Brise;* Phil Martinson on *Jolie Brise* during the Ventspils (Latvia) to Lübeck leg of the 2003 Tall Ships Race

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RICK TOMLINSON



The phosphorescence was unforgettable and the two little fish he caught "off the back" were very tasty which was just as well, as catering had been somewhat haphazard: their tomatoes and lettuces froze on the first night and were pulp thereafter. *Jolie Brise*'s warm, comfort food would have been very welcome compared to the monotony of tinned stuff they had to endure.

If George had met Phil I feel sure they would have got on. It may be 90 years since the first Fastnet, and technology, materials and design have changed the whole experience of sailing the world, but taking the helm of *Jolie Brise* is always an experience to fall in love with – and both men clearly did. As George wrote, a voyage like this is undertaken "both for the going there and the getting there".

George Martin

Commander Evelyn George Martin OBE (1881–1945), educated at Eton and Oxford, was for three years a Brixham shipwright and fisherman. All his life he loved working boats. In 1925 he masterminded the organisation of the first Fastnet "Ocean Race" which he won in his Pilot Cutter *Jolie Brise*; immediately afterwards he proposed the formation of the Ocean Racing Club and was elected Commodore. In peacetime George was a well-known yachting journalist, winner of the Royal Cruising Club's Challenge Cup (twice), the One Ton Cup, and the first British Blue Water Medal. He was known as the "Father" of the Deep Sea Rescue Tugs for his work setting up the service in both world wars.



C/O MARTIN FAMILY



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PERFECT STRANGER

With Brutalist presence, the Sirius-Werft 40 DS dares to be different but, just as importantly, ***Sam Jefferson*** finds her a hugely capable cruiser

A short story before we get down to brass tacks here. Back in the 1980s the Schmidt family was heading off for a quick yachting holiday. Given that they owned and ran the Sirius boatyard in the north of what was then East Germany and they were cruising their local Baltic waters, this was very much a busman's holiday.

After a week largely spent huddling down below while a frigid drizzle gently pattered down, the Schmidts returned. At this point Peter Schmidt, the patriarch and founder of the Sirius factory, felt that it was time for an agonising reappraisal of what a cruising yacht should be all about. Back at the boatyard, he took one look at the coachroof of the Sirius 31 in build and ordered it to be chopped off. No, the drizzly family holiday hadn't pushed him off his rocker; he just wanted a lighter, roomier, more sociable deck saloon added. It was a pioneering move and proved to be an instant hit. Suddenly the whole focus of Sirius Yachts had shifted.

Fast forward 27 years and Sirius has become the absolute specialist when it comes to deck saloon yachts. Given that the company claims to have invented the term, it's only fair that they should be one of the market leaders.

Peter Schmidt's son, Torsten, who takes a most meticulous approach to boatbuilding, now runs the business. After commissioning the first Sirius 40, he spent 11½ weeks sailing and living aboard her to pick up on any faults. His approach to customer service is similarly exhaustive: many boatbuilders these days claim that their yachts can be customised because you can tweak the layout slightly or change the veneer in the saloon. Sirius takes this to an entirely different level. At present there are 18 different layout options available even for the 310 DS – the baby of the range.

Meanwhile, the 40 DS comes with an option of three different depths of fin keel, swing keel or bilge keel, triple, twin or single rudders… I could go on, but you get the picture. It's hardly surprising that their current range of yachts has also been picking up plaudits from all corners, despite what can only be described as fairly individual looks.

The 40 is the newest and largest of the Sirius range, and was designed by Marc-Oliver von Ahlen. His previous work with now-defunct boatbuilder Etap showed that he is a designer happy to think differently and this is certainly the case with the Sirius 40. She is a thoroughly modern yacht, which errs toward the angular, 'Brutalist' style that Hanse favours. There are a lot of hard angles on show here. Her transom is squared off and her stem is almost plumb while a complete absence of tumblehome means she is rather slab-sided. Yet for all her modernist styling, she is certainly no slave to mere passing trends. There are no chines on the hull, which is deep in form right to the forefoot. There is a generous amount of taper aft, all of which points towards sea kindliness on a long passage.→

PETER TOOK ONE LOOK AT THE COACHROOF OF THE SIRIUS 31 IN BUILD AND ORDERED IT TO BE CHOPPED OFF

ALL PHOTOS: JAVIER SARDA

Monolithic structure

Yet of course, the overriding feature is that massive deck saloon. There is something deeply unapologetic about this monolithic structure; it's certainly not trying to pretend to be anything other than what it is. Aside from adding space and light, that high deckhouse means that stability in the event of a knockdown is greatly improved. This is one of those rare yachts with no angle of vanishing stability. The deck saloon is also less prominent on the 40 than on the Sirius 310 and 35, the longer waterline offsetting the height somewhat.

Step aboard and you immediately know that this is a rather different sort of a yacht from your run-of-the-mill model. For starters, the transom/bathing platform area is a work of art in itself. Unlike a normal bathing platform which simply flips up to enclose you in the cockpit, this one is recessed into the cockpit a foot or so and features a remarkable split/fold mechanism which means half of it can open out like a door or the whole thing flips fully down in the conventional style. It gives you two options and it's devilishly clever.

Move forward and you're immediately confronted with the next cunning touch: the single steering pedestal can be canted to port or starboard, eliminating the need for twin helming positions.

It's a trick I've seen on some Winner yachts, and it really does give you the best of both worlds. The overall feel is already of quality and that nothing has been overlooked. Everything snaps into place with military precision, while the beautifully-finished cockpit table – which houses the liferaft, incidentally- is a really substantial structure.

Out on to the side decks, which are finished with teak as standard, and things are extremely reassuring. The solid steel tubular guardrail is reminiscent of a motorsailer and gives a tremendous feeling of security, particularly when combined with the high coachroof, which provides another excellent handhold. Up forward is a substantial twin bow roller and a huge anchor locker which swallows up all of the fenders.

The rig is a powerful 9/10ths fractional affair and because the Sirius is built with a self-tacking headsail as standard, the mast has been stepped well aft – making the yacht more balanced. Nevertheless, it is the big, fully-battened mainsail that does much of the work to push this heavy yacht along. The recommended configuration is therefore to have the self-tacker and a larger genoa on a short bowsprit. This set-up is gaining in popularity and is technically known as a 'slutter' rig – which sounds rather unwholesome but works well.

Beyond that, a Code 0 is another useful addition. I should add that the owner of the test yacht had opted to eschew the self-tacker and gone for a slightly smaller genoa instead.

Sail controls are extremely simple. The mainsheet is within easy reach of









the helmsman, being hooked on to a stanchion that is also an integral part of the cockpit table. The mainsheet is on an 8:1 system and is secured with a Harken camcleat. There are two large Andersen winches set well aft and also within easy reach of the helmsman and a single electric winch on the deckhouse used for raising and lowering sails.

Space ship?

Enough of this technical stuff. The dominant feature is that deckhouse and we all want to know how it affects the interior space. Step into the saloon via the patio-door-style companionway offset to starboard and you're in for a welcome surprise, for there is more space than you could ever imagine possible on a 40ft monohull. In fact, when you talk about the interior, you almost have to talk about the cockpit at the same time, because the two complement each other in a manner rarely seen on a monohull and that is no coincidence. The whole concept of this yacht was to get away from the need to go 'down below' and retreat into an interior divorced from the deck. The idea here is that everyone stays at the same eye-level whether they are sitting steering the boat, or reading in the saloon. Sailing and relaxing off-watch therefore become more sociable, inter-linked activities.

The deck saloon makes this possible and also allows masses of light in through the wraparound windows (built from the same polycarbonate that the German military use for their bulletproof car windows). It works incredibly well.

The standard layout features a large U-shaped seating/dining area to port with panoramic views via those huge windows. Directly to starboard of this is the chart table area with a height-adjustable seat also affording excellent all-round vision. Just forward of this is the linear galley which features simply acres of storage with the deep hull ensuring yet more under the floorboards. Then there's the communal heads and the forward cabin with ensuite heads compartment, plus the option to offset the bed to starboard.

Underneath the saloon area is a second double berth and it is at this point that you start to see the real beauty of the deckhouse configuration, for the split-level essentially turns this into a double decker or at least a one-and-a-half decker yacht. This central cabin area is a wonderful space with the three huge portlights giving you masses of light and a wonderful view when you're under way. Being centrally located it is also a very comfortable berth in a seaway, while at anchor there is minimal noise. The finish throughout is exceptional – no creaky floorboards here. The woodwork is superb and the fit out in the heads, with its Italian ceramic finish, would not look out of place in a luxury hotel.

The test yacht also came with the optional extra of a third large double cabin aft but the final *coup de grâce* of the 'double-decker' layout comes if you fold up the settee seat next to the companionway to reveal a secret →

1 **TOP HEAVY?** The large deck saloon is the key to this boat's huge volume

2 **PORTLIGHTS** Large hull lights illuminate the double-decker set-up below

3 **BOWSPRIT** There's the option of a stubby bowsprit for launching the Code 0

● **FACING PAGE FROM FAR LEFT** Canting pedestal and binnacle-mounted mainsheet free up cockpit space; clear, flush decks; best seat in the house?

VIDEO

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passage which takes you down to a wonderfully appointed workspace replete with custom-fitted multi layered toolkit and excellent access to the engine (below left). Sirius reckons its 40 has the same amount of space as a normal 47ft yacht and I'm inclined to agree. By this point you start to swear that a cruising yacht without a deck saloon is rather like a pencil without any lead – pointless.

Fleet of foot

Ha – all very well you say, but what's the point of a fancy double-decker bus set up when the yacht looks like the back end of one? Well, I admit her looks are certainly individual but they are not without a certain powerful, purposeful, utilitarian charm. The big question is, does a yacht with the practicality of a motor cruiser sail like one? The answer is 'no' - this is definitely a sailing yacht. True, she has a heavy displacement, weighing in at 11,600kg, but her rig is tall and powerful – particularly if you use that Code 0 in lighter airs.

I was lucky to sail the Sirius on two different days and in very different conditions. On the first day the breeze got up to a maximum of 20kt with a malicious short chop. On the second day the breeze peaked at about 12kt and the seas were smooth. I'd have to say the Sirius handled both with aplomb and was very impressive in the blustery stuff. Her deep forefoot ensured she shrugged off the chop and maintained her momentum beautifully. We hit over 7kt comfortably and in these conditions she did not feel at all ponderous – just very reassuring.

That enclosed cockpit with its high coamings was a real boon in these boisterous conditions. Any concerns that the huge deckhouse would make her top-heavy are put paid to by her hefty keel underneath. It would have been interesting to see how the twin keel version performed – and the lift keel for that matter; another time perhaps.

The steering position was excellent and there was a good feel to the helm with a nice little hint of weather helm to keep you interested.







1 **TABLE**
Can be extended via clever slide-out mechanism that's built in (see video at sailingtoday.co.uk)

2 **THE BRIDGE**
Near all-round visibility and a very comfy seat

She tacked through 75 degrees, so is no slouch to windward.

Heading into the deck saloon, you still felt part of the action – indeed you can be an integral part of it, because you can actually steer the yacht from the chart table and, as the autopilot is linked to a Raymarine Smartcontroller steering system, you can also steer quite comfortably while seated in the saloon.

Of course, the big test for this yacht was not in the rough stuff, but in light airs and the next day we had plenty of that. But with judicious use of the Code 0 she performed respectably, with her momentum carrying her through the lulls. Sail controls were simple and in the right place. My one criticism would be the mainsheet which, although ideally sited, requires absolutely miles of rope on the 8:1 purchase system – 40ft (12.2m) is perhaps at the upper limit of where you can get away with using this system. Under power she was predictable, with the saildrive system providing plenty of grunt.

SAM'S VERDICT

If I was planning to sail around the world and live aboard, this is the yacht I would go for. She's solid, meticulously thought out, extremely comfortable to live with and superbly finished.

The 'eye-level' concept in the cockpit and saloon and double-decker accommodation both work a treat, making sailing a much more sociable activity. The only real question mark here is that 90 per cent of us don't use our yachts for bluewater cruising and all those ingenious touches are frankly a bit wasted on a weekender. That said, you will have the most comfortable and individual weekender around.

PERFORMANCE: ★★★★½
COMFORT: ★★★★★
BLUEWATER: ★★★★★

THE SPEC

LOA: 39ft 4in (11.9m)

LWL: 36ft 7in (11.2m)

Beam: 13ft 4in (4.1m)

Draught: standard: 6ft 9in (2.0m); shallow: 5ft 7in (1.75m); deep: 7ft 5in (2.3m); bilge: 4ft 7in (1.45m); swing: 3ft 2in–8ft 2in (1m –2.5m)

Displacement: 25,574lb (11,600kg)

Engine: Volvo D2 55hp

Sail area: with self tacking jib: 875sq ft (81.3m²); with genoa: 1,212sq ft (112.6m²)

PERFORMANCE

AVS: none

Sail area/displacement: 15.8

Displacement/LWL: 233

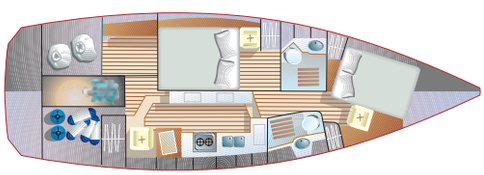
PRICE

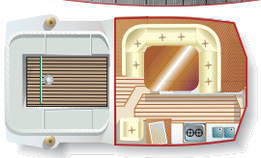
Base: £296,000 ex VAT

As tested: £376,000 ex VAT

Sirius Yachts: sirius-werft.de









For a fuller explanation of stability and performance figures see **sailingtoday.co.uk**

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NEXT MONTH

Wauquiez Centurion 57

On sale 28 August

ALTERNATIVE YACHTS



RUSTLER 42

PRICE: £339,000

A very different sort of a yacht in many ways, but this is another serious bluewater cruiser that is quite individual and finished to a very high standard. Apart from that, the two are as alike as chalk and cheese.

craftinsure quote: £1,352.90



NORDSHIP 40 DS

PRICE: £283,000

Danish boatbuilder Nordship also specialises in deck saloon yachts, although it differs significantly in its execution of the concept. Its 40 DS has long been its most popular model, and this Lars Buchwald design dates back to 2009. She also boasts acres of space and bluewater potential.

craftinsure quote: £1,170.64



ALLURES 39.9

BASE PRICE: £260,000

Another yacht that is very keen to be a little bit different, this aluminium-hulled French yacht comes from the design board of Berret/Racoupeau and is a thoroughly modern design. She boasts an integral lifting keel, twin rudders and at least a hint of a deck saloon.

craftinsure quote: £1,077.40

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GULL'S EYE

LEFKAS, GREECE

LEFKAS MARINA

38°49'.98N, 020°42'.78E

SOUTHERN ROUTE

The approach from the south, from Ligia, is via canal and under power cables with 40m clearance



FLOATING BRIDGE

The floating bridge opens every hour on the hour and southbound traffic has priority

NORTHERN ROUTE

From the north, access is via the Lefkas canal, marked at the entrance by Santa Maura castle

DALLAS SPIROS/AIRPHOTOS.GR. MAIN PHOTO: GNTO


ANCIENT LOCATION
The marina is next to the old harbour and is very close to Lefkas town
MARINA OFFICE
CALM WATERS
Lefkas is one of the calmest natural harbours in the Ionian and is well-served by yacht services
S
W
E
N



Steeped in classical history, Lefkas offers good cruising and anchorages nearby

Lefkas – also called Levkas and Lefkada – is an island in the Ionian Sea of northwest Greece famed for its white beaches and cliffs (*lefkes* means white in Greek).

The fourth largest of the Ionian islands, it has been claimed to be Ithaca, the home of Homer's Odysseus, and legend has it that the spurned poet Sappho threw herself to her death from the Cape Lefkada cliffs.

The island is 22 miles long and nine miles wide and a bridge of only 50m (160ft) links its north-east corner to the mainland.

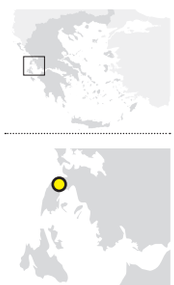
The main towns are Lefkas, with its impressive fortress at the end of the ancient canal, the Castle of Santa Maura (or Agia Mavra), which was built around 1300 by Prince Ioannis Orsini to protect the town from pirates, and Nidri (or Nydri), on the east coast.

Its position only 12 miles from Aktion/Preveza airport, and its average temperatures between 10°C and 25°C, makes Lefkas town a popular base for cruisers and charters in the summer and a place to keep the boat in the winter.

The Ionian is a key yachting ground for a reason – steady, reliable winds in the summer months that build around lunchtime and drop again at sunset, and easy, tide-free, eyeball navigation.

There are other harbours at Nikiana, only 7nM to the south, Nidri, Vliho, Sivota and Vasiliki, which is a must-see for windsurfing fans. Porto Katsiki beach is one of Europe's best.

38° 49'.98N,
020° 42'.78E



Enjoy the natural beauty of the island with a dip under Nidri waterfall or explore the ancient city of Nirikos. You can soak up the Greek atmosphere in the old town centre squares and cobbled streets, stopping for a *spanakopita* (cheese pie) and iced coffee at the shady taverna terraces. Tuck into some gourmet seafood at Thymari, where the hostess Eleni can introduce you to great Greek wines. *Yamas!*

Local berth holder

Kevan and Linda Whittle



Kevan and Linda Whittle have kept a boat in the Med for 23 years and now split their time 50/50 between their 36ft Westerly Conway sloop, *Orion*, and the UK. Kevan said: "We've visited most countries and wintered the boat in most countries and we've gravitated back here because it's such a nice and easy cruising ground. We've been at Lefkas now for about eight years. We often cruise locally near Lefkas on the weekends – there are so many anchorages and tavernas with pontoons nearby.

"We're just planning our next trip but we're thinking of going up to Montenegro for a month and then coming back down and circumnavigating the Peloponnese."

MAIN PIC: NICHOLAS PITT/ALAMY



MARINA GUIDE

Peace, calm – and berths for 620 yachts up to 4m draught

Lefkas Marina is situated on the northeast corner of the island, tucked between the town and a narrow isthmus. The harbour is known to be one of the calmest in the Ionian thanks to its position in a shallow lagoon, behind the banks of the canal.

One of the most modern marinas in Greece, it has been operating 24hr per day, 365 days per year since 2002. Lefkas has 620 berths and can accommodate yachts of up to 45m (147ft) LOA and 4m (13ft) draught.

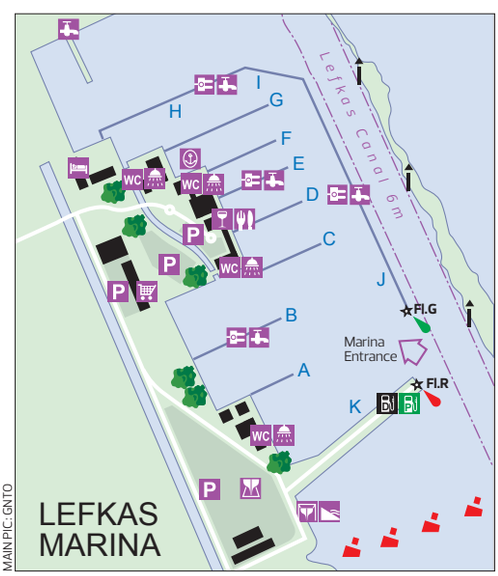
There is hard standing for some 280 boats and a large covered shelter. A selection of yacht services can be found there, and the fuel dock on pontoon K includes facilities for the disposal of black water and oil.

Marina staff will guide visitors to a berth and be there to take lines if you call in on VHF Channel 69 as you arrive. Berthing is stern- or bows-to, with lazy lines rather than anchor. Electricity and water is metered to all berths, while Wi-Fi is available through pre-paid cards.

The marina has been awarded Europe's Blue Flag for eco-awareness, meaning a high level of water quality and environmental management.

There is a supermarket on site for replenishing supplies, or it is a short stroll from the marina into Lefkas town, with Venetian churches, the main square and numerous cafes and bars.

Manager KG Med Marinas also runs Gouvia Corfu, Kalamata and Zea Pireaus, where annual berth-holders receive 40 per cent off. Book a berth online at **medmarinas.com**.



MAIN PIC: GNTO

FACTFILE

LEFKAS MARINA

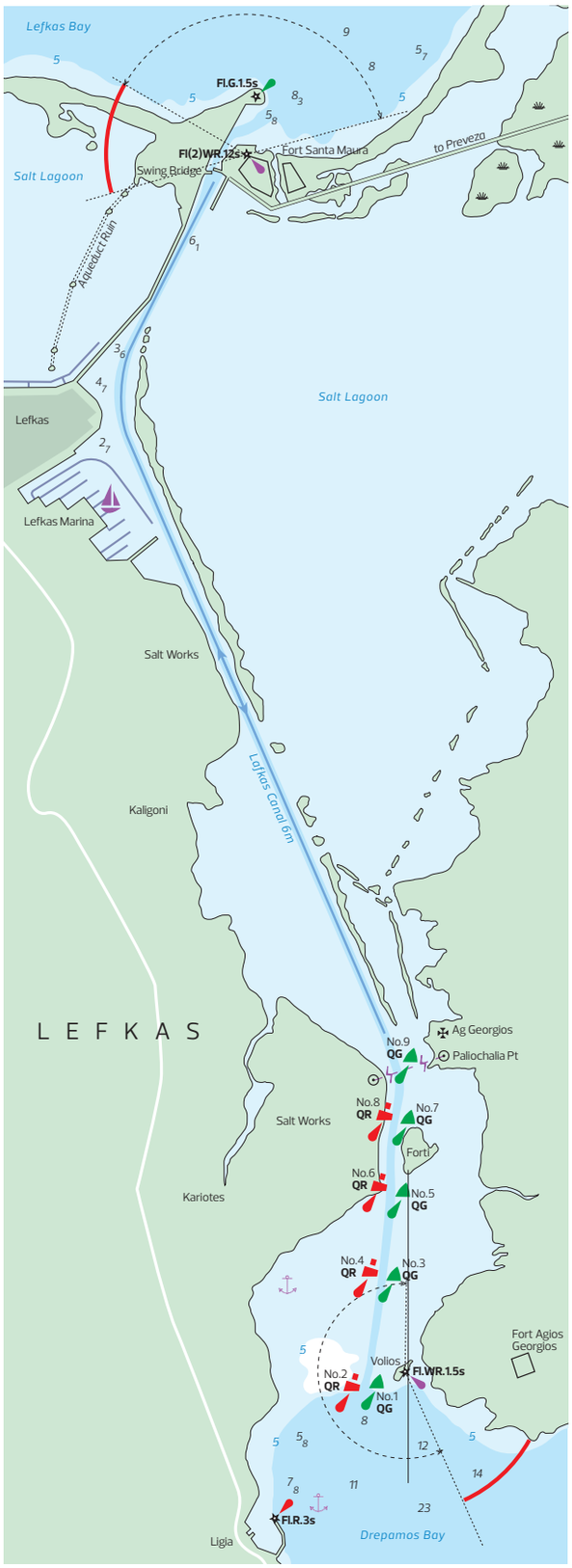
Marina office: open 24/7
medmarinas.com
lefkas@medmarinas.com
+30 26450 26645
Duty officer: +30 6937 390 390 or VHF 69
Facilities: Electricity (220V and 380V), water, 150-ton travel lift, fuel dock, pump out at fuel dock, toilets and showers, laundry, rubbish and oil disposal
Lefkas Port Authority:
+30 26450 22322, VHF Channel 12
Paleros Yacht Services:
pys.gr, +30 26450 29117
Nautilus Yacht Equipment:
nautilus.gr, +30 693 709 2092
Contract Yacht Services:
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Port Police/Coastguard:
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Immigration: +30 26450 29374
Customs House: +30 26450 26520
Port police and Immigration are open 24/7.
Customs is open Mon-Fri 0800-1400

VISITOR BERTHING CHARGES (daily/monthly)

LOA	1 Apr–30 Sept	1 Oct–31 Mar
10.5m	€36/€397	€20/€272
11.5m	€40/€454	€23/€299
12.5m	€45/€508	€24/€321
13.5m	€51/€564	€26/€343
14.5m	€56/€619	€29/€366
15.5m	€59/€676	€30/€391


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NIKOLAOS LOUKAS/AIRPHOTOS.GR

PASSAGE PLANNING

A fort, a swing bridge, but don't cut the corners

Yachts approaching Lefkas will use the Lefkas canal, which is described in various places as being dredged to 4.5m or 8m (8-26ft), and being 40-100m (130-328ft) wide.

From the north, the entrance to the canal is next to the conspicuous Santa Maura castle. There is a small breakwater but don't go too close to it, as it frequently silts up off the end and there is often a dredger at work there. The north entrance to the canal is lit at night by a port hand light at the castle (Fl (2) WR 12s) and a starboard light flashing green every 1.5 seconds.

At the end of the castle is a floating bridge that opens on the hour, every hour, between 0600 and 2200. It may also open on demand – call the bridge operator on VHF Ch12. South-bound traffic has right of way through the bridge.

From the swing bridge, it's a half-a-mile transit south-south-west along the canal to the marina. Anchoring is forbidden in the harbour, as it is considered to be part of the approach channel.

Coming from the south, enter the canal through a buoyed channel, between Ligia on the island and Volios, with its conspicuous Ag Georgiou fort.

There are four lit, port- and starboard-hand buoys, all quick flashing. Do not cut the corner, as leading from the first red mark to the land is an ancient underwater breakwater. Locals warn not to hug the red marks too closely.

The edge of Nisos Volios is also marked by a white and red light flashing every 1.5 seconds.

About three-quarters of a mile up the channel, after a small island to starboard and salt pans to port, are power cables with a maximum air draught of 40m (130ft). Just after the cables, the canal starts. Keep closer to the spit for deeper water.

Until the end of 2016 the north and south entrances are being widened and deepened so yachts must be cautious of tugs, barges and floating cranes and keep clear.

Charter companies in the Ionian

- **Sailing Holidays:** sailingholidays.com; bareboatsailingholidays.com
- **Late Sail:** latesail.com
- **Nisos Yacht:** nisosyachtcharter.com
- **Dream Yacht Charter:** dreamyachtcharter.com
- **Sail Ionian:** sailionian.com

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- **Pilots:** *Greek Waters Pilot*, Rod and Lucinda Heikell; *Ionian*, Rod and Lucinda Heikell





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CRUISING GROUNDS

A cruiser's dream with charter opportunities

With few hazards, clear waters, reliable sea breezes and point-and-go sailing, the Ionian islands are a cruiser's dream.

Being so close to the airport, Lefkas is often a jumping-off point for exploring the Ionian, and many charter companies have their bases there.

The island is conveniently positioned in the middle of the Ionian chain. To the north are Corfu, Paxos and Anti-Paxos, with secluded bays, beautiful natural harbours and white sandy beaches. On the mainland in this area are pretty waterfront fishing villages including Plataria, Mourtos and Parga.

The southern islands include Ithaca and Kefalonia, made famous by the film of Louis de Bernières' *Captain Corelli's Mandolin*. The Kefalonian port of Fiskardo is only about 10nM south of Vasiliki, which is on the southern shore of Lefkas.

On Lefkas island itself, Nidri and Vliho sit in an enclosed bay that offers good shelter and Sivota is a pretty village but very popular with flotillas, so perhaps best avoided in peak season, unless you enjoy having your anchor fouled by large groups of yachts rafting up.

To the east of Lefkas island, in the enclosed areas framed by Lefkas, Kefalonia and the mainland, are the smaller islets, such as Meganisi, Kastos and Kalamos. Skorpios, the private island of the Onassis family, is where Aristotle wed Jackie Kennedy. It has since passed into the hands of a Russian tycoon and remains private, as does the islet of Madouri, home of the poet Aristoteles Valaoritis and owned by his family still. Many islands are only a couple of miles away from each other, so you can easily breakfast on one and enjoy a sundowner on another, stopping for a swim at a third in between.

Further contacts

Lefkas tourist information: lefkasculturalcenter.gr +30 2645026635

Archaeological Museum: Aggelou Sikelianou, Lefkas town, +30 2645 021635

International Folklore Festival: Lefkas, last week of August, lefkada.gr

RESTAURANTS

Thymari: Lefkas town, thymari-lefkada.gr +30 26450 22266

Ef Zin: Lefkas town, +30 6974 641160

Kochyli: Lefkas town, +30 26450 22436

Ksouras: Ligia town, +30 26450 71312

PHOTO: STEPHEN FRENCH/ALAMY

● **ABOVE** The secluded and peaceful beach of Poros on Lefkas, Greece

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NEXT MONTH

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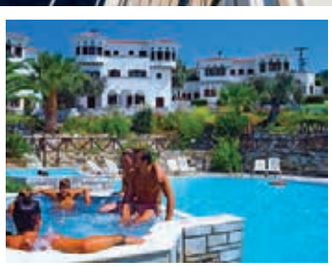
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ABTA

PANEL POWER

AS SOLAR PANELS BECOME MORE EFFICIENT AND CHEAPER, MIKE OWEN FINDS THAT SAILORS FACE A SIMPLE CHOICE ON RENEWABLES



No question, solar, or more properly photovoltaic, power generation is on the up, just as it is with wind and water turbines. Working well alongside each other for in-built redundancy, together they make a formidable cast. Each has strengths and weaknesses but individually these have flattened with advances in production technology.

We all know power management is king aboard a cruising yacht, particularly as we bring more and more amp-hungry kit on board, even though some is now more power economic – LED lighting, external coolers for refrigeration. Led by the market, we're becoming reliant on comforts. The norm now was utterly unimaginable 20 years ago. And it's not just distance cruising that's suited; renewables apply equally to any boat, any size, particularly with electric starter motors. Little more than a pocketful of change buys you a small trickle-charging solar panel; ramp it up and you might be surprised what can be achieved.

In essence, it all comes down to space – the number of panels you can fit to the deck, bimini or along the rails. Forget terms you may have heard bandied around like 'polycrystalline' and 'monocrystalline' – improvements in production and design now mean that there is very little difference in performance here. The principal choice is between a rigid, semi-rigid or a flexible panel and that comes down to where you intend to site them.

GRAPH: AVERAGE EFFICIENCY

	Efficiency	W/m²	£/W
Rigid	19–21	144	£2.32
Semi-flex	13–16	138	£7.01
Flexible	9	52	£11.25

Rigid panels, the conventional metal- and glass-cased units, naturally need positioning out of harm's way, which usually calls for special mounts or assemblies. The tougher, more resilient and generally more expensive option is the semi-flexible panel that bends and bonds to the coachroof or deck shape and surface, and is generally able to take knocks and bangs and be walked upon. If there's a downside it's that despite their expense, the nature of construction generally makes them slightly less efficient than rigid panels (typically rigid 19-21 per cent, semi-flex 13-16 per cent, although Solbian claims beyond 22.5 – see side story for efficiency definition), hence larger panels are needed for the same output. It all comes down to how much space you have and what your budget extends to.

Price is, of course, influenced by

ABOVE Site your solar panels as far from shade as possible - even the shadow of a rope can cut output by half

Poly vs mono

The wafers of silicon that make up a conventional solar panel can be monocrystalline or polycrystalline. Mono generally was, and is, more expensive and a better all-round performer. Poly, cheaper, was less efficient so required bigger panels for equivalent power. Both suffer in extremes of heat, performance dropping quite markedly, especially with poly. In the past, polys were blue while monos were black with cell corners angle-cut. Now they can look very much the same and the performance is similar too. Makers of rigid and semi-flexible panels use both.



Case study: Multihull

480W OF PANELS FOR TOTAL POWER REQUIREMENTS

The builder of the futuristic Broadblue 55 demonstrates the case well. With its plethora of onboard systems including an innovative saloon-centric automated sail handling system, it comes as quite a surprise to learn that solar can run everything on board, except the air conditioning. And this is achieved with 480W of panel power.

The panels – six – almost flush fitting, semi-flexible 80W GB-Sol units with roughened surface for tread, span just a part of the enormous cabin top, three each side of the boom. There's ample space for another six, planned for future installation. Mark Jarvis of Broadblue agency Multihull World explains: ''This is a long distance cruising boat not bound for marinas too often; we wanted maximum independence, to show what was possible, and if you have this space why wouldn't you think about putting them on board?''

It doesn't take much shade to knock generation down by around 25 per cent, Mark reports, but mounting as far from the boom and dividing between sides helps, maintaining one array in sunlight.

The panels, mounted flat rather than at the optimum 30°, generate varying current during the day, but on an average day's sailing or swinging at anchor, the Broadblue's 800Ah gel batteries stay charged and ready. When racing, the heavier demands might exceed the system's output, but during lighter cruising use no problems have been recorded.





raw material cost and build quality. Poly wafers are cheaper than mono. Cheaper semi-flex units will likely be plastic-backed, while higher quality, pricier panels opt for a longer-lasting metal backing. European-built panels tend to be higher priced than most from the Far East, but Germany and the UK tend to offer better quality control and customer care.

Then there's the third choice in the form of highly flexible 'amorphous' silicon panels. They're far bendier than a semi-flexible panel, so well suited to being fastened by cringle, Velcro or zip fastenings to biminis, sprayhoods or dodgers, for both speedy despatch and stowage. Handy, yes, but efficiency drops again to around nine per cent, so returning an even lower charge again for the given panel area. →

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NEXT MONTH

Lifejackets

On sale 28 August

SOLAR PANEL COMPARISONS

Brand	Type	Watts	Area m²	Max Amps	Price	£ per W	W per m²
Ameresco	Rigid	85	0.65	4.72	£189.95	£2.23	131
Alpex	Rigid	100	0.67	5.7	£199.95	£2.00	149
Spectra	Rigid	110	0.84	5.67	£299.95	£2.73	131
Solara	Rigid	90	0.72	5	£357.37	£3.97	125
Victron	Rigid	100	0.65	5.57	£183.76	£1.84	154
Victron (poly)	Rigid	100	0.67	5.75	£148.06	£1.48	149
Kyocera	Rigid	70	0.51	3.92	£125.00	£1.79	137
TMS	Rigid	100	0.57	5.62	£251.10	£2.51	175
Sunware	Semi	70	0.57	3.3	£649.95	£9.29	123
Solbian	Semi	125	0.92	8	£485.23	£3.88	136
Solara	Semi	70	0.54	3.6	£815.68	£11.65	130
Solara	Semi	68	0.52	3.67	£745.51	£10.96	131
GB-Sol	Semi	70	0.56	3.75	£445.00	£6.36	125
Enecom	Semi	90	0.66	5.15	£598.99	£6.66	136
Clever Solar	Semi	100	0.57	5.72	£344.95	£3.45	175
Sunshine Solar	Semi	60	0.53	3.66	£498.00	£8.30	113
TMS	Semi	100	0.57	5.62	£253.44	£2.53	175
Spectraflex	Flex	32	0.61	1.94	£359.95	£11.25	52

SOLAR PANELS – ENERGY BUDGET

Typical ocean passage consumption – reduce hours accordingly for lighter use

	Amps	Hours	Amp-hours
Alarms	0.2	24	4.8
Autopilot	3	24	72
Bilge pump	3	0.5	1.5
Cabin lights – LED x 6	1.2	5	6
Chart plotter	1.5	24	36
Chart table light	0.3	4	1.2
Cockpit repeaters	0.5	10	5
Compass lights	0.2	10	2
Deck lights	1.7	0.5	0.85
Distribution panel	0.1	24	2.4
Fans	1	4	4
Freshwater pump	4	0.5	2
Fridge	5	10	50
Freezer	6	10	60
Laptop	5	2	10
Microwave	80	0.25	20
Music player	1	4	4
Navtex	0.3	24	7.2
Nav lights	0.2	10	2
Radar	2.5	6	15
SSB – stby	1	24	24
SSB transmit	25	0.25	6.25
VHF stby	0.3	24	7.2
VHF transmit	1.2	0.5	0.6
Watermaker	15	3	45
Total Ah consumed			389Ah
Ah required (inc 20% losses)			469Ah
Wh required (Ah x 12V)			5,600Wh
Panel wattage required			1,120W

ASSUMPTIONS AND CALCULATIONS

- Assume five hours' daily near-optimal charging
- If we have a 100W panel, in one 24 hour period it will generate approximately 100W×5h = 500Wh. This equates to 42Ah on a 12V system, 21Ah (24V), less 20 per cent inefficiencies = 33.6Ah/16.8Ah
- The bigger the panel, the faster the charge
- 100W panel typically produces 4–5A each hour
- When calculating your daily battery consumption on your mooring, remember to include loads such as the gas alarm, auto bilge pump etc

- To figure watt hours: W × h = Wh
- To figure panel wattage from amp hours: Ah × voltage = Wh
- To figure battery requirement: Wh ÷ V = Ah (+20% for inefficiencies)
- To figure charge controller: panel wattage ÷ voltage (then go size larger)

Typical costs

100W rigid panel **£85 to £200**
100W flexible **£200 to £700**
MPPT controller **£85**
Cabling/connectors **£30 to £60**
Mounts **£30 to custom built cost**



Case study: Accidental circumnavigators

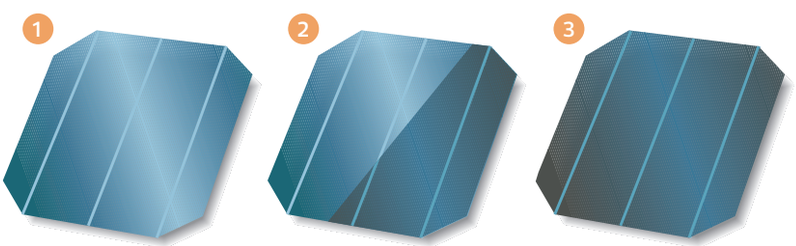
2 X 80W PANELS ON THE GUARDWIRES TO REDUCE GENERATOR HOURS

We were late converts to solar panels on *JJ Moon*, our Contest 43. The advice we received before setting out from cloudy southwest England 10 years ago was that, although effective in favourable conditions, they were expensive and you didn't get much 'bang for your buck'.

But three years later, while cruising in the Mediterranean, we decided to have a go at a circumnavigation and from then on, our general approach was to build in redundancy at every turn, particularly with power generation. Harnessing solar energy was constantly under review.

After a few years in the sunny, frequently windless tropics we felt the need to reduce engine and generator hours and when in Thailand we installed the panels. We were very pleased with the result. Ours are two 80W panels from Victron Energy, complete with charge controller. They are mounted in stainless frames with adjustable arms on the top guard rail opposite the cockpit. The frames and mountings are heavy but very smart.

Barry and Margaret Wilmshurst



Shade reduces the current produced by a solar cell in proportion to the surface area covered (2). However, as soon as a whole cell is shaded, the output of the entire panel plummets, because the cell's conductivity falls dramatically, knocking out current flow (3)

SHADE EFFECT

Shade is the enemy of solar. No surprise there, except the extent of the effect is dramatic.

Solar panels comprise a series of silicon cells connected in a string. An 80W panel, for example, might consist of 36 cells. Some manufacturers put more cells on their panels, claiming it helps to minimise the effect of shading. Cover just a few of these with a rope and the output can drop by a disproportionately high percentage – down to a total knock out in older kit. That's just a rope, but we have booms, masts and sails all shading our decks and panels. The attractions then of the rigid panel mounted clear of shade off the transom, on the pushpit or on the gantry begin to shine through.

In a test reported by Kyocera, three 185W, 24V panels, totalling 555W, generated 22.5A in full Mexican sunlight. With one panel partly shaded it was 15.5A, with two panels slightly shaded, 9.5A. In the winter, the system generated about 170Ah per day, and 250Ah a day in summer. →

See us at the Southampton Boat show. Stand D037

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Source: RNLI audience profiling research (2015). The RNLI commissioned independent research into the attitudes to safety and risk of UK yacht sailors. A total of 4,996 sailors responded to a survey run by the study team. When asked about their experience of safety incidents, 12% said that they had gone overboard while sailing a yacht.
The RNLI is the charity that saves lives at sea
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I SURVIVED
"In a matter of moments we were fighting for our lives in a tiny life raft. We were being thrown around and battered by an angry sea alone. We were rescued 950 nautical miles from land."
- Len Rorke
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Like Len, more than 35,000 people have survived potentially fatal situations with the technology used by ACR beacons to instantly alert Search and Rescue. Read some of their stories at www.ACRARTEX.com/survivor-club



Case study: ARC and more

ONE 70W PANEL ON THE PUSHPIT TO COMPLEMENT OTHER RENEWABLES

We had only a few months to equip our newly-purchased Moody S38, *Mad Fish*, for ocean sailing. While solar power was very much wanted, we had limited deck space for mounting. We settled on one GB-Sol 70W fixed panel mounted off the pushpit.

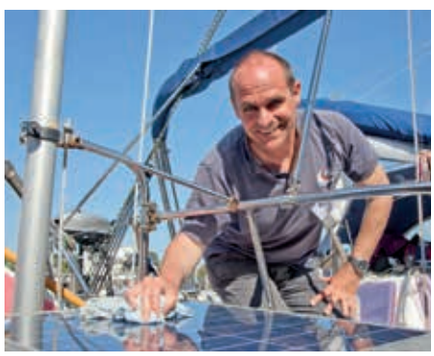
It was designed to be removable, but we have never had to. It wires very easily into the Duogen regulator, so installation was simple. We sailed from the UK with our two boys (Oli then 10, Ethan then 8) and completed the ARC 2012, and sailed for a season in the Caribbean before returning to the UK with ARC Europe 2013.

Our main current draw while at anchor is the fridge, which consumes 5A when running. We found that the 70W panel gives around 2.5A of charge in good sunlight and works as a supplement to the wind generator when we have a decent breeze. However, on a calm or cloudy day it proved inadequate and we resorted to our very useful Honda generator for around an hour a day to charge. At sea, our Duogen in water mode provides an easy 8A at 6 knots, which is much more than we needed so we only deployed for around 12 hours a day. It proved the most useful bit of kit aboard, enabling us to cross the Atlantic without using the engine at all.

Now back sailing in the UK, our cruising needs are different. We could easily do without the panel, however, as we keep the boat on a swinging mooring, if we leave the boat without a full charge the panel will top up the batteries for us in our absence, so we decided to keep it.

If we were equipping again we would fit at least 200W of panels on a fixed goalpost, which would also form part of a bimini. This keeps them up out of harm's way and is less susceptible to damage and shadows.

Russell and Emma Hawkins



MAKING A DECISION

Despite there being 10,000 units out there, choosing a solar panel for your boat is much simpler than you might think. Disregard domestic panels – you need one that's been properly marinised. First calculate your energy budget. Look at your sailing plans and decide whether you want a solar set-up to keep the starter battery topped up in a weekend anchorage, or one to cover all your electrical needs during an extended period offshore.

Then work out your daily power requirement in amp-hours, matching use and generation, allowing 20 per cent extra for energy loss through cabling, regulators, inverters, battery self discharge and so on (see table on p58). Multiply this by 12 in a 12V system or 24 in a 24V system and you have the number of watts your solar panels need to generate in any given day. Reckon on five hours of full power output from the panels and make sure you have the battery capacity to store it.

Pick a product according to the space you have available and your budget. Supply from solar has to be balanced alongside that from other sources, including engine, generator, wind and tow-gen.

Installation is simple – fixing panels and running cables via a solar regulator to the battery. The regulator will contain a diode so that the solar panel can't suck power back out of your battery at night and a good one, using MPPT (Maximum Power Point Tracking) controllers, will optimise voltage across the panel, equalise shading effect, and boost charging rates. You might be able to connect straight to your wind turbine regulator (see *Mad Fish* story, above).

Panel facts

- In 'standard test conditions' a 1m^2 panel will produce 200W if it is 20 per cent efficient or 180W if it is 18 per cent efficient
- Efficiency is influenced by how reflective a panel is – and also how clean it is
- Temperature affects output. In hot climates panel temperature can reach 50°C, resulting in a 12 per cent reduction in production, compared to panels working at 25°C
- Regulators fitted between the solar panels and battery will prevent overcharge and discharge
- A good regulator will optimise voltages between the battery and panel using MPPT technology, making your solar panel at least 15 per cent more effective
- Use adequately heavy wire between the panel, regulator and battery to minimise voltage drop



STEVE MORGAN



CLIVE LOUGHLIN

RUNNING AGROUND

CLIVE LOUGHLIN SHOWS WHAT TO DO IF YOU RUN AGROUND, AND UNDERTAKES A PLANNED GROUNDING IN A SOLENT BEAUTY SPOT

You will hopefully sail without ever running aground, if you use good planning and attention to detail, coupled with a healthy degree of caution. However, if you do accidentally get stuck in the putty, then it is important to be aware of the danger, to consider its seriousness, to act quickly and to have an exit strategy.

The seriousness or otherwise of your predicament depends on the wind, tide and seabed conditions at the time, and where you are on the tidal curve (see 'Tidal-curve timings').

You might have heard of techniques like emptying the water tanks to lighten the boat but time is of the essence if you are going to stand a chance of getting off in a falling tide. Using the engine straight away is your best tactic.

ONLY TEN MINUTES TO ACT

If you're not off the bottom in 10 minutes on a falling tide then the chances are you are not going to. With a 4m (13ft 2in) tidal range, the sea level may be falling by 1m (3ft 3in) per hour or about 25mm (1in) every two minutes.

MAIN PICTURE
A deep keel yacht deliberately careened in Chichester harbour

ABOVE LEFT
Rivers can be beautiful places to explore – but shallow areas risk a grounding

RIGHT
Using body weight to tilt the yacht

WHAT TO DO IF YOU ACCIDENTALLY RUN AGROUND

If you are unsure whether the tide is rising or falling it is best to assume a worst-case scenario (falling tide).

PLAN A

1. Get the engine on and engage full reverse. It will always be deeper where you have just come from
2. Try to decide on which side the deeper water lies
3. Tilting helps raise the keel from the seabed. Roll away the genoa. If the wind will help tilt the boat, centre the



STEVE MORGAN



Good conditions to run aground

- At slow speed
- On a muddy seabed or soft sand
- Flat calm
- On a rising tide or near low water
- Tidal stream pushing you to deeper water
- Wind blowing you towards deeper water

Very bad conditions to run aground

- At high speed
- On rocks or firm sand/gravel
- Big waves
- Near high water
- On a falling tide
- Tidal stream pushing you further aground
- Wind blowing you further aground

main and pull the mainsheet tight, otherwise drop the main as well.

4. Try to tilt the boat more by getting everyone on the side deck, clipped onto the shrouds and hanging outboard as far as possible.
5. If there is little wind and conditions are very mild, drop the main and swing a person out on the end of the boom. Their lifejacket harness or a bosun's chair can be attached to the boom with a safety line and the main halyard used to double-up the topping lift. Hold the boom out with a preventer going to the bow. This will provide four times as much tilt as a person on the sidedeck.

PLAN B

6. If reversing doesn't work try full forward with the rudder hard over to power the boat towards deeper water. Most propellers are more powerful in forward than reverse so this should at least spin the boat so it is pointing towards deeper water.
7. Keep full forward power and move the rudder from one side to the other repeatedly to rock the boat and plough your way to deeper water.

PLAN C

8. Use the dinghy to take the main anchor out and drop it in deeper water.
9. Use the windlass to try to pull the boat forwards to deeper water.
10. If the electric windlass stalls, stop using it or you will burn it out. Tie a line to the chain with a rolling hitch and use a cockpit winch to haul in the chain.
11. All the time use the engine to add extra push.

PLAN D

12. Hail a passing boat and request a tow. You might need to use the dinghy to get a long line to them. Feed the line through your bow roller and make a bridle to share the load over both foredeck cleats. Take additional lines from the bridle back to cockpit winches to help share the load. Bear in mind the relative sizes of your yacht and the towing boat. →

GO FURTHER

SAIL BETTER

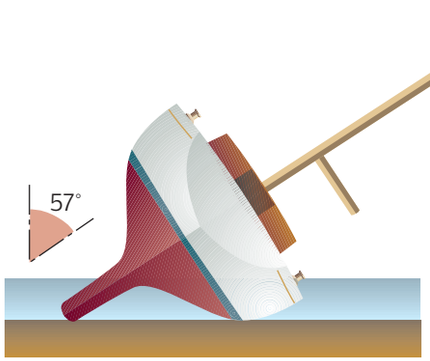
BE INSPIRED

LEFT WANTING MORE?

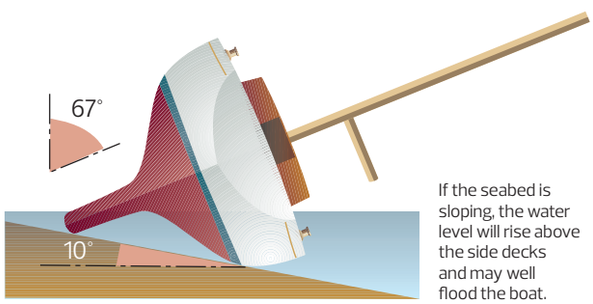




LEFT
Dropping the anchor in deeper water, ready for when the tide returns



At 57° of heel, the hull just comes in contact with a level seabed while the water level has risen up the side deck.



If the seabed is sloping, the water level will rise above the side decks and may well flood the boat.

IF THAT DOESN'T WORK – DRYING OUT

If conditions are moderate then decide where you are on the tidal-curve timings and plan accordingly. If you will be staying put until the tide rises again, the two most important things are to get the boat heeled over away from the deeper water to avoid flooding; and to get the dinghy out and drop the bow anchor in deep water so the boat does not repeatedly re-ground when it does float free.

A well-designed boat dried out on its side on a level seabed should float free without flooding. However, if the boat is on a sloping seabed it is important that the keel is facing down the slope, otherwise the incoming water may well flood the cockpit and enter the accommodation.

The boat can be tilted over the right way either by weight distribution (try getting all the crew on the side deck), raising the main a bit if the wind is blowing in the right direction, or by using a masthead line for leverage. To do this, use the dinghy to drop the kedge anchor in the shallower water and then winch in the anchor from the cockpit to dig it in well. Next, take the kedge line off the winch and attach it to the main halyard and winch that in. A standard yacht kedge anchor should be strong enough to do this if it is dug in well first.

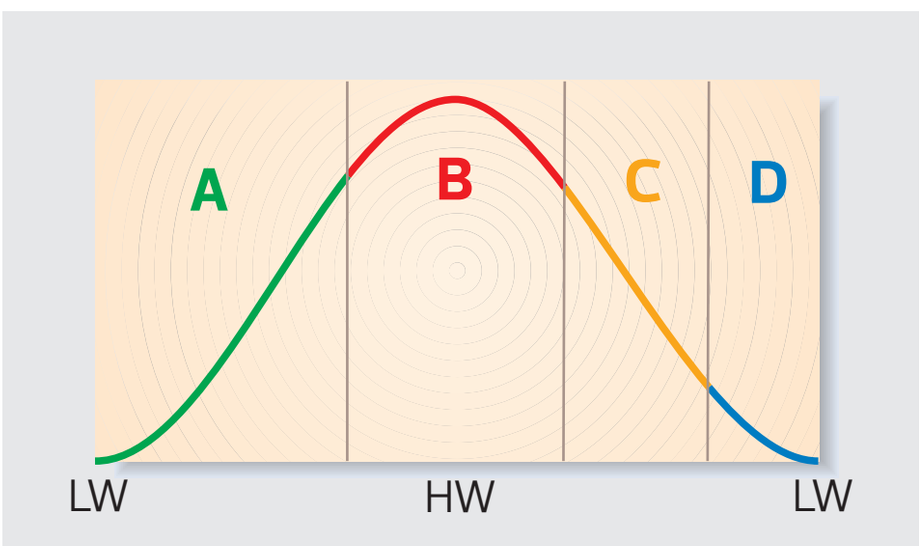
When using the dinghy to deploy an anchor, put a yacht washboard in the base of the tender to protect and strengthen the floor. Put the anchor in first then flake the chain in a bucket. It will pay out as you go.

Whatever you do must be done quickly because once the boat has started to heel the wrong way, you will not be able to correct it. Don't bother trying to protect the hull by pushing fenders or bunk cushions under it – it's a waste of time.

ON A ROCK OR A HARD PLACE

If the boat is pounding on rocks or a hard seabed then there is a real danger that structural damage will occur and I would not hesitate to issue an 'Urgency' by DSC and 'Panpan' by voice on VHF Ch16. The Coastguard might upgrade this to a 'Mayday'. Be honest and report the facts and follow instructions. Get the crew on deck and prepare to leave the boat as a last resort.

TIDAL-CURVE TIMINGS



A – Rising tide: You are in luck and all you need to do is be patient and keep trying to power the boat towards deeper water. It must be deeper where you have just come from.
B – High tide: This is the most serious because there is the potential for the boat to remain stuck and dry out completely. You may well need to call for outside assistance to tow you off.
C – Falling tide: it's a long time until the tide rises so follow 'drying out'.
D – Approaching low water: you are in luck. The boat will tip over a bit but will then start to go upright after low water. Get the anchor, and then a good length of chain, into the dinghy and out to deeper water.



PHOTOS: STEVE MORGAN

DEMONSTRATION GROUNDING

I chose Newtown River on the Isle of Wight to demonstrate a grounding. It is quite shallow and must be one of the more common places for people to run aground in the Solent area. There are pools of deeper water where a deep-keeled yacht can stay afloat at all times, but access to these pools is blocked at low water.

The plan was to run aground at 1630 when the tide still had 1m to fall, with the expectation that the boat would tip over a bit before righting itself on the rising tide and floating free at about 2230.

WHAT HAPPENED

The tide went out and the boat remained upright as the keel sank deeper into the mud. As the tide came in the sticky mud captured the keel and the water rose around us to significantly above the normal waterline.

Our boat did not float free at 2230, and it was not until at least an anxious hour later that we finally managed it, and then only after extended applications of forward and reverse.

Even though we ran aground very gently, I suspect that we actually ploughed our way to a depth of 0.5m or more before coming to a halt in the mud, so needed an extra 0.5m rise of tide.





● **ABOVE**
The Newtown Creek mooring buoys are located in pockets of deep water

● **BELOW**
Be very careful if you decide to go walkabout in the mud. The RNLI recently had to rescue a skipper who had sunk as far as his neck.

Thanks to:
Crew Otto and Steve for being prepared to brave the mud. National Trust Harbourmaster, Davie Flannagan.

Southern Sailing School for the loan of its Sigma 362 *TomFoolery*. Southern provides the full range of RYA practical and shore-based courses in the Solent area.
southern.co.uk

Clive Loughlin is an RYA Yachtmaster Instructor and teaches for Southern Sailing School.

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Subtech dry-bag

We featured this bag last year when it was still a Kickstarter project. It was oversubscribed by more than 600 per cent, and the bag is due to start shipping in August. With a capacity of 45lt, it is waterproof to 50m, has a unique, inflatable lining to absorb shocks and improve comfort, and backpack straps. The perfect kit bag?

- subtechsports.com
- c£260 ($399)



LAUNCHED

THE BEST NEW GEAR AFLOAT



Mastervolt Chargemaster 25

If you have solar panels aboard, you'll benefit from using a charge regulator. This one can deal with a maximum charge of 25A (there's also a networkable 60A version for big arrays) with 98 per cent efficiency. Uses maximum power point tracking (MPPT) for optimum charging.

- mastervolt.com
- £212.72



Henri Lloyd Fast-Dri polo

Technical gear is often pitched at racers, but HL's new Fast-Dri range will also appeal to cruisers heading for the sun. The polo shirt is designed to be worn alone in warm weather, offering UV protection equivalent to SPF30-50. The fabric wicks away sweat, while silver ion technology repels bacteria to keep the shirt fresh.

- henrilloyd.com
- £38



Seasafe lifejackets

Here's a new idea: a 170N lifejacket with an exchangeable cover. Seasafe's i-Zip range allows you to easily remove the cover for washing or to replace with one of its many jazzy alternatives. Choose from camo, Union Jack, leopard skin and many more, all made on the Isle of Wight. Build your own jacket online by adding and removing features.

- **seasafe.co.uk**
- **from £95**



Weems & Plath Explorer binoculars

Every boat needs a good pair of binos and these should do the trick with their 7x50 magnification. Usefully, their polycarbonate chassis means they float, while an illuminated compass and range-finding reticule make them handy for navigation.

- **bookharbour.com**
- **£199**

Z-Ion

Designed for use with Spectra watermakers, this device leaches silver into the watermaker circuit during flushing, preventing the build-up of bacteria during longer periods of inactivity. Can be retrofitted to all Spectra units. Current draw is low and the electrode should last for 2–3 years prior to easy replacement.

- **spectrawatermakers.com**
- **from £1,050**



Powercases

More than just the ubiquitous mobile phone case, these handy devices contain a thin Li-ion cell to keep your phone working for longer away from the mains. For an iPhone 6, for example, the case's 3500mAh trebles battery life. Samsung and Blackberry sleeves have slightly smaller capacity.

- **uk.powercases.com**
- **from £60**





VuPlex

A modern solution to a modern problem, VuPlex is an antistatic spray that cleans and polishes touchscreens. It is non-toxic and contains no solvents, alcohol or ammonia. Works on glass, acrylics, polycarbonates and plastic composites, so also good for cleaning the sprayhood window. In good chandleries, with a microfibre cloth while stocks last.

- **vuplex.co**
- **£14.34**

NASA MARINE INSTRUMENTS

Clipper cockpit instruments



Clipper Depth £155-00



Clipper BM-1 £105-00



Clipper Duet £208-00



Clipper Wind £230-00



Clipper Wind close haul £82-00



Clipper Log £155-00



Clipper Compass £205-00



Clipper Easylog £82-00



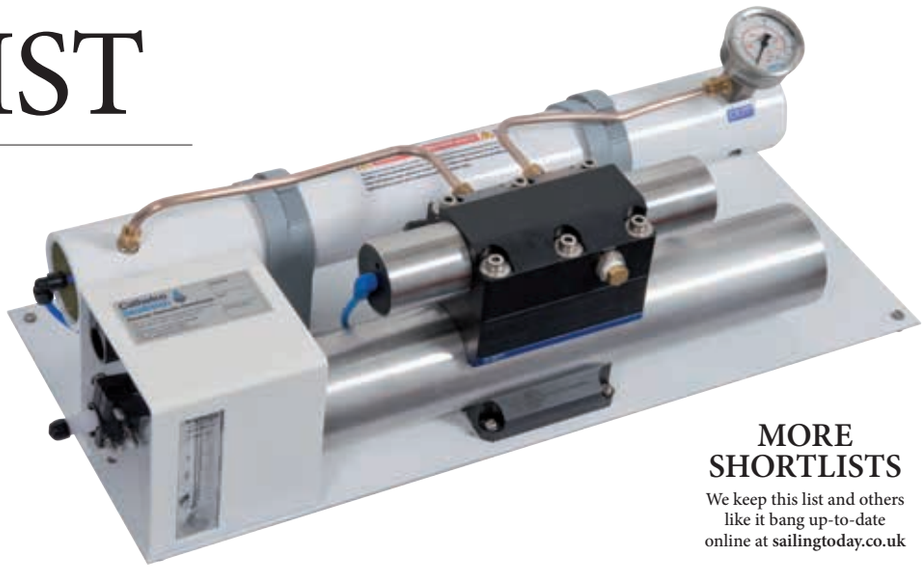
Clipper GPS repeater £120-00

All prices inc VAT

www.nasamarine.com

SHORTLIST

12v WATERMAKERS



Seafresh Ocean Whisper 30

An efficient unit, British built, producing 30lt for 13A of current. Quiet and compact.

- sailfishmarine.co.uk
- £5,874

MORE SHORTLISTS

We keep this list and others like it bang up-to-date online at **sailingtoday.co.uk**

Sea Recovery Ultra Whisper 200

Produces 32lt/hr using 13A of power. Available in compact or modular form for different installations. LCD display, automatic salinity monitor and auto flush. Very quiet.

- fischerpanda.co.uk
- £7,380



Schenker 30 Basic

A hugely efficient system that can produce 30lt/hr using 9A of current. Comes with automatic flushing system and remote panel. External pump.

- mactrashop.co.uk
- £4,752



SLCE Aqua-Base Eco 35

Manual or automatic versions. Produces 35lt/hr using 12A of current. Energy recovery and remote panel (auto version).

- slce.net
- c£4,420



ECH$_2$O Tec 200

Up to 32lt/hr at 19.8A. Modular system, using triplex ceramic plunger pumps for reliability. Simple with no energy recovery pumps or circuit boards. Same unit and price manages up to 50lt/hr using 38A.

- hydrovane.com
- £3,972



Dessalator Freedom 30

French-made unit producing 30lt/hr using 31A. Comprehensive control panel. High-pressure/high-flow design means no need to rinse or preserve the watermaker membrane.

- advanceyacht.co.uk
- £5,197



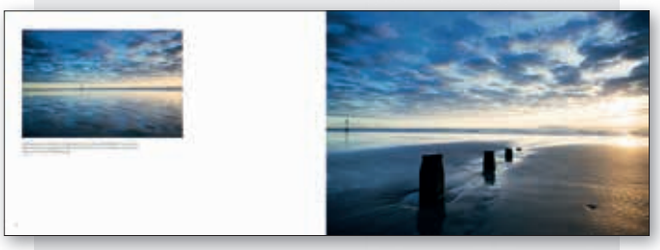
Spectra Ventura 150

Capable of 24lt/hr at 9A, thanks to energy-saving technology. The unit is analogue but can be digitised with the MPC5000 control panel. Separate pump unit.

- furneauxriddall.com
- £6,492







Water World

From the lens of professional marine photographer Mike Jones comes this coffee table homage to water.

From beautiful shots of ice floating in Iceland to surface water ripples to seascapes at low tide, each is accompanied by a little story of how Mike got the shot.

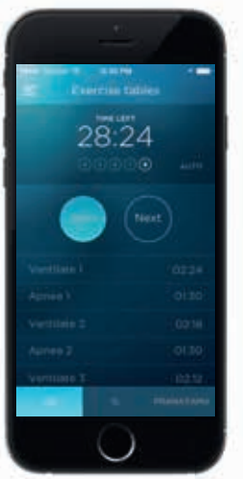
The author points out that the photographs have not been enhanced or manipulated and have been captured using traditional methods, albeit digitally.

There is also a section at the back that includes all the camera settings and equipment used to take each image, if you fancy having a bash yourself. *EB*

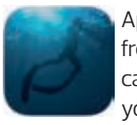
Verdict: Pretty and artistic; hopefully it'll do better than Kevin Costner's abominable film of the same name

- **Author: Mike Jones**
- **Price: £30**
- **photographermikejones.com**





Breathe easy



Apnea Diver is a training app for free diving, which expands lung capacity and the amount of time you can spend underwater.

It guides you through practice sessions three to four times a week.

Features include the ability to adjust settings automatically or manually, to log practice time, and a stopwatch feature to manually time the practice sessions. *EB*

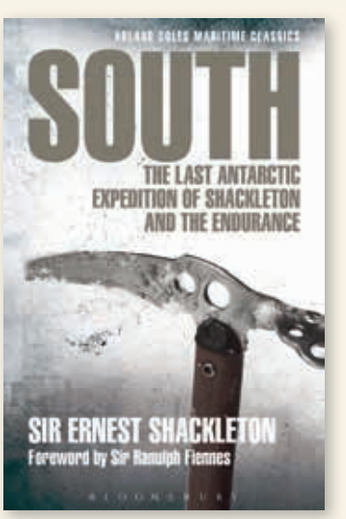
Verdict: Useful for exploring coral reefs, as well as for diving on the prop without scuba gear

- **£1.49 (App Store), £1.50 (Google Play store)**
- **apnea-diver.com**

TIME OUT

OUR PICK OF THE BEST NEW BUNKSIDE READING, FILM AND SMARTPHONE APPS

Camaraderie down South



Sir Ranulph Fiennes, in his foreword to this new edition of Sir Ernest Shackleton's classic, 100 years on, hints at his fellow adventurer's flaws. Sir Ranulph, who in the 1970s himself completed the Antarctic sea-to-sea crossing Shackleton yearned for, calls him a "giant of a man... but no prissy saint".

Indisputably, Shackleton's compelling account of the epic *Endurance* adventure from the great Edwardian age of polar exploration, *South*, is a classic. Perhaps of most interest to *ST* readers is how Shackleton launched a 16-day, 800nM sea crossing from Elephant Island to South Georgia in a reinforced lifeboat, the *James Caird*. Coupled with the Boss's humanity, integrity, humour – and some very smart work with the sextant – the bid to save his men succeeded, even if he was only bringing them home to the horrors of the First World War raging in Europe. *HG*

Verdict: Contains one of the most epically conceived and executed open boat survival voyages ever chronicled.

- **Author: Sir Ernest Shackleton**
- **Publisher: Adlard Coles Nautical**
- **£8.99**
- **adlardcoles.com**

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HOW TO MAKE MONEY FROM YOUR BOAT

It is probably your most expensive but least-used asset. ***Emma Bamford*** finds ideas for capitalising on your yacht

The 'sharing economy' is becoming a popular phrase. In essence it means that people with resources, like boats, share and trade those goods and services with people who do not. Airbnb, where homeowners rent out their spare bedrooms or whole houses, is probably the most visible example.

Many yacht owners will find that they have a valuable asset that sits idle for far more time than it gets used. And, even though it's idle, it is still costing money – moorings, maintenance, insurance.

But there are ways to turn it around so that your yacht starts to pay for itself.

In all cases we present here, ensure you have a conversation with your insurance company about what you're doing and check with the MCA or relevant local authority whether your boat needs to be coded for commercial use (an MCA spokesperson told us this was unlikely to be the case). If you keep your yacht in a marina, talk to the office there, too, to discuss what to do about parking, access fobs, keys and so on.

PEER-TO-PEER CHARTER

Rent your boat directly to other sailors via what is called peer-to-peer lending. There are several websites around where you can list your boat, including new company Plain Sailing (plainsailing.com).

One, Shareboat (shareboat.fr/en), based in London, has 3,000 members and 100 boats listed in France, the UK and Spain. To place a free advert you fill in your boat's details, add photos and video, mark available dates on a calendar and choose a price. You can add specific conditions, for example that the renter must have sailing qualifications above a certain level. All users of the website have to give ID details and have earned an eBay-style reliability rating. Owners and renters can chat online to resolve any questions or issues, and the owner retains the power of deciding whether to rent to that person or not. Ultimately, it's at the owner's risk.

A 30ft (9.2m) yacht rented out for day trips from Southampton could fetch £250 a day, for example. Of that, 15 per cent goes to Shareboat.

Shareboat founder Gaspard du Saillant said: "Boat lovers tend not to consider the financial requirements of insurance, maintenance and equipment when they first buy the boat of their dreams. After a couple of years they reconsider their investment and sometimes end up selling. What we offer is a way to get revenue from their unused boats."

Owners worried about what happens to their yacht when it's out of their hands can choose to hire it out as a skippered charter, with either themselves or a captain they trust on board with the guests.

Antonios Fiorakis, CEO of Incrediblue (incrediblue.com), which lists 2,100 skippered charter boats, said: "There are owners who keep their boats in the Med and they fly out there once or twice a year. Usability is very low and it's a real pity.

"By using something like Incrediblue owners get to offset the cost of maintenance; at the same time there are many owners who have boats in the UK but they want to charter in the Med. We are the meeting point between these people."

ACCOMMODATION RENTAL

This works like peer-to-peer charter – but without the boat leaving its berth. Beds on Board (bedsonboard.com) launched at the London Boat Show in January and allows you to rent out your boat – without it leaving the marina. The website has gone live, with more than 70 boats listed, from India to the Caribbean.

OWNERS WORRIED ABOUT WHAT MIGHT HAPPEN TO THEIR YACHT CAN CHOOSE A SKIPPERED CHARTER



YUELAN/ISTOCK

Case study: Boat share

Anni Tracy and her partner Graham Whalley bought a third-share in a Sadler 29 seven years ago for £7,000. They keep the boat in Whitehaven, Cumbria, and are now looking via Boatsharefinder for a new person to take over one of the shares.

"We knew somebody who wanted to buy a boat and he thought the best way would be to share with other people. We couldn't afford to buy a boat outright so this seemed like a good opportunity.

"We used the RYA agreement and negotiated. We set up a bank account for the boat and everything has been split three ways, apart from the odd 'present' we inevitably buy. We sail when we want and it's all been very amiable. We wouldn't have been able to go sailing without the boat share."

Owners set whether they want to rent out the whole boat, a cabin or a bunk, and set the price for one night. For example, a 35ft (10.7m) Bavaria in Hamble for one night in the summer is listed at £200 per night, plus a £250 security deposit, £50 cleaning fee, £25 check-in handover, £6 VAT and £28 service fee. A three-cabin, two-heads yacht in Jolly Harbour Marina, Antigua, is listed for £1,400 for a week (including the above fees) in December.

Owners provide bedding and towels. Beds on Board takes five per cent commission. Again, all is done at the owner's risk.

Co-founder Tim Ludlow said they were looking at introducing boats to the sharing economy because of the 'extreme' vacancy rate.

Supporting the boating industry was also an important aim, he added.

"It is not for everyone, but if you have an asset and you want to share it and make something from it then platforms like ours are one way of doing it."

Case study: Beds on Board

Tanya Mitchell keeps her Jeanneau Sun Odyssey 40 *Brego* in San Sebastian, La Gomera, and has listed it on Beds on Board.

"Renting on an accommodation-only basis gives us flexibility to still use the boat when we want. We had previously had her chartered but the amount of damage, breakages and losses were not nearly offset by the income and we had been thinking we needed to do something different, but didn't know what.

We charge €100 (£70) per night for the whole boat. By the time we deduct the costs of laundry, cleaning and materials, starter pack, Wi-Fi and marina fees, the profit is around €44 (£30) per night for a one-night stay, or €490 (£340) for a week.

However, bookings still need to be managed and we would also meet clients on arrival, be available to them to answer any questions during their stay and also carry out a briefing when they arrive on the boat. These time costs have not been factored in."



PRIVATE BOAT SHARE SYNDICATE

These consist of two to five members who each own part of a vessel and in turn pay for an equal share of the costs involved, including moorings, winter storage and refit.

Boatsharefinder.co.uk, a not-for-profit website set up by a group of sailing enthusiasts, brings together existing and aspiring owners to buy or sell shares of boats.

The RYA provides legal share agreement paperwork to its members for these situations and Boatsharefinder is also working towards providing a contract, free of charge, plus a small donation to charity.

Founder Ross Smith said: "If you want to sell a share in your boat, think about your parameters. Not just how much you want, but things like will you allow pets on board or what is the minimum level of competence you will accept."

CHARTER OWNERSHIP SCHEMES

This is a more traditional scheme whereby you own your boat outright and then lease it to a charter agent, such as Fairview or Sunsail. You receive an income when strangers charter your yacht.

Sunsail (**sunsail.co.uk**) guarantees annual revenue of 8-9 per cent for around →



SUNSAIL/STUART PEARCE

five years. A boat with a factory price of £200,000 leased in the British Virgin Islands would earn £18,000 a year, or £81,000 over 4½ years (the average in the BVIs), bringing the net cost of the yacht down to £119,000. Expect to sell it for around £100,000.

The owner can book to use the yacht four to six weeks a year, and other Sunsail or Moorings yachts for a small fee. There are zero operating, insurance or marina costs.

Fairview Sailing runs a similar scheme in the UK, working exclusively with Beneteau yachts based at Port Hamble marina.

Some charter companies will provide finance for you to buy the yacht, as long as you have a reasonable-sized deposit.

BOAT MEMBERSHIP SCHEME

This is a way of spreading the cost of buying and maintaining your yacht by offering people access via a membership scheme, such as Adventures at Sea (see case study right - **adventuresatsea.org.uk**).

Crew pay a fee – typically either monthly or annually – that effectively buys them a share of 'boating time'. You can set the rules of your scheme, so you might let experienced crew take the boat themselves for a weekend or stipulate that they can only sail with other members of the scheme. One option is to relate the number of days per year crew can sail to the fee they pay.

CASUAL CREW

If I had a penny for every time I meet a male sailor who bemoans the fact that his wife does not like sailing and that, while he enjoys going out on the water with his buddies, finds that they are not all available all of the time… This is where crew websites come in.

Some, like **floatplan.com** and **findacrew.net**, are based abroad, and so are better for looking for crew for bluewater cruises.

Others, like Southampton-based **crewseekers.net**, include ads from skippers seeking crew for everything from day or weekend sails upwards.

Boat owners post ads for free (crew pay a membership fee to access the contact details) and can choose whether to ask crew to pay a contribution towards boat costs and food. One recent advert asked for £10 a day, for example; another asked for £30 for a weekend.

Under the website's terms and conditions, there is a maximum contribution of £15 a day.

"Any more than that we would see as being a contribution towards the capital cost of the boat," said Crewseekers owner Ian Barbour, "and the boat would need to be coded."

Case study: Adventures at Sea

Adventures at Sea (adventuresatsea.org.uk) runs a mile-building scheme for its Bavaria 38 based on the Hamble. Members pay £200 a month, which entitles them to use the yacht at weekends with occasional week-long trips. The monthly fee allows them to bring a family member along, too.

Owner Paul Stringer said: "I decided to set this up to help defray the overhead of running our yacht in order to make our youth sailing activities more accessible to less well-funded groups.

"Our members are mostly busy professionals who value the guaranteed availability, capped costs and the social aspect of sailing with a small group of people who have become friends.

"Learning informally over a period of time can be easier on the nerves than intensive 'crash courses', which makes the scheme very attractive to some. When members have reached an acceptable level of ability they are 'signed off' as skipper – which means I get a weekend off!"



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Kayak packs down into two bags

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Nautiraid make a huge range of folding kayaks - see our website for more info. Featured here are the popular *Naraks*, derived from the craft of the Inuit; with centuries of development to their hull forms, they offer a near-perfect combination of stability and speed. **10% OFF NAUTIRAID KAYAKS**

Grand Narak 550 (above left). A two-person model that can also be set up as a spacious single, price from ~~£3150~~ **£2835**

Narak 550 (below). Nautiraid's fastest, longest and narrowest single sea kayak, yet still stable enough for those with a little experience. From ~~£2700~~ **£2430**

Narak 460 (not shown). A shorter, slightly beamier version of the 550, retaining much of the speed with additional stability. Price from ~~£2,500~~ **£2250**

Smaller one-person Nautiraid folding kayaks from £1250



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Assembled size 12ft

Folded size 33x29x9"
Weight 26-lb

ORU KAYAKS, inspired by origami (the Japanese art of paper folding), unfold from a 33x29x9" box, to create a 12ft kayak.

Perhaps the cleverest bit is that the walls of the box are part of the hull itself. **The boat is the box... the box is the boat.** It's all made from a single sheet of durable corrugated plastic, with folds set in for life.

They're very light (just 26-lb) and quick to assemble (5-10 mins).

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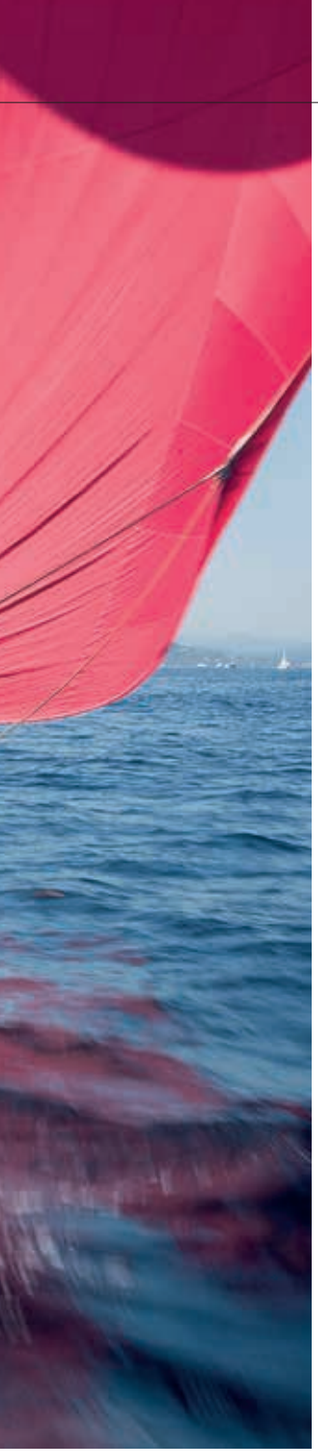
ROMAN RUNABOUT

Sleek, fast and all round great fun, ***Sam Fortescue*** puts the Optio sports-cruiser through its paces

There's a martial theme running through Wauquiez's boat range. We'll be running a detailed review of the French builder's Centurion 57 in the next issue, but this test concerns the smaller 29ft 6in "day boat", called the Optio.

Students of antiquity will know that this was a rank equivalent to lieutenant in the Roman army, and gave the word connotations of 'choice' because the Centurion could select his own Optio.

Wauquiez may be hoping that owners of the larger Centurion similarly choose the Optio as a



fun daysailer or weekend cruiser, and indeed some owners already have, according to director Patrick Bloch. First presented in Cannes in late 2013, the boat is delightfully sleek-looking, with a chine for stiffness, nearly-flush decks and a striking black mast, which can be specced in carbon for racing.

She has a decidedly Mediterranean look, with low cockpit coaming, open transom and unfenced deck. There's room at the bow to stretch out a sun lounger. But although she'd be thoroughly at home on the Cote d'Azur or the Costa Smerelda, Patrick says the concept was always for a "real sailor's boat" that would equally fit in off Atlantic and Channel coasts. "We wanted to offer a bit more than a day-sailer," he explains. "She has the interior for a weekend cruise or for a small family. And the cockpit is sufficiently protected for safe, dry sailing."

To me, she's more of a sports-cruiser, with her racy open transom and low topsides. In fine conditions, or with suitably attired crew, she'd be a lot of fun charging about Carrick Roads or the Solent. She cuts a dash and would certainly offer ample bragging rights at the yacht club bar. However, she has some deeply practical features which mark her out as more than just a fast dayboat.

For a start, there's her ability to take the bottom on her twin rudders and hull forward. Flick a switch in the cockpit and her keel begins to swing up hydraulically – it takes about 90 seconds, and you need to pause midway, but it's a handy system. She would lend herself to quiet exploration of creeks and estuaries – ideal for the east coast of England or the sandy beaches of Scotland and the Westcountry. If you fancied exploring Chausey or the Minkies (see pp18-25), she'd look after you for the weekend, with her tiny galley to cook the shellfish you'd gathered from the sand, and separate heads compartment. Patrick says this was another key design element – to come up with a small boat that had enough creature comforts on board to encourage sailors' families to join in.

I sailed the boat out of the kitsch faux-Venetian setting of Port Grimaud on the Cote d'Azur. Having cancelled an initial test in April due to 60 knots of Mistral, this second attempt had the opposite problem: barely 6 knots of wind. Nevertheless, we managed to hunt down a breath of breeze out in the bay past St Tropez – enough to get her heeling slightly, and the water singing past the hull. The boat's snazzy mast-mounted repeater optimistically informed us we were making 6 knots at times, while the boat would happily point up to around 35° off the apparent wind. Her polars suggest she can manage better than 11 knots downwind.

She's set up with a straightforward 9/10ths fractional sloop rig, with a small self-tacking jib on a recessed Harken furler and a fat-head main providing plenty of grunt. An extendable bowsprit offers the tack point for a vast asymmetric. Swept-back spreaders mean there's no need for a backstay. All-in-all, she feels a bit like a large dinghy. Solid, thanks to her balsa sandwich hull and vacuum infusion lay-up, but nimble with a lively helm and relatively light (for a 30-footer) at 2.1 tonnes.

There's lots to like in this boat, particularly in the sun of the south of France. Wauquiez has incorporated a padded edge on the coaming which provides a good perch. Cunningly, though, the padding is on the end of a lifting panel, which falls open to reveal a proper seat. Right on the quarter, a lifting locker lid reveals the →

SHE HAS A DECIDEDLY "MED" LOOK, WITH LOW COCKPIT COAMING, OPEN TRANSOM AND UNFENCED DECK









ABOVE
She's got a very sporty feel for a 30-footer

RIGHT, FROM TOP
The sleek, low coachroof has a built-in conduit for control lines; a Code 0 or asymmetric is easily flown from the retractable bowsprit; note the fat-head main, for extra power



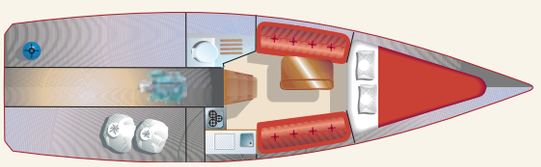




ABOVE Cosy but adequate weekend accommodation

ABOVE RIGHT Small, functional galley, with heads compartment opposite





SAM'S VERDICT

She makes a cosy weekend cruiser for creek and island-hopping in benign conditions, but the Optio also has a turn of pace and performance. Great for a burn with friends followed by a sundowner at anchor. She will certainly garner admiring looks. Simple, but well equipped below.

PERFORMANCE: ★★★★½
ACCOMMODATION: ★★★☆☆
LOOKS: ★★★★★

THE SPEC

LOA: 29ft 6in (9.0m)
LWL: 28ft 3in (8.6m)
Beam: 8ft 6in (2.6m)
Draught: 3ft 3in/7ft 3in (1.0/2.2m)
Sail area: 468sqft (43.5m²)
Builder: Wauquiez, www.wauquiez.com
Price: from c£66,500 (€94,500) ex-VAT

deck fillers for fuel and water, and a bilge pump – nice touch to have them concealed. There's the option of a cockpit table and a bathing ladder, which hooks into lugs at the stern.

Generally, the equipment specced is good – Harken winches, for example. There were a few niggles which could be easily addressed: she could use some anchoring points for fenders, and her forward pop-up cleats looked a little flimsy. I would want to add a winch handle pocket, as well.

Below, the accommodation is simple, but well designed: a double in the fo'c's'le plus the possibility of two further berths on the saloon seats. Headroom is for sitting only, with a drop-leaf table in the middle of the saloon, over the keel box. There's tankage for 50 litres of fresh water, 40 litres of fuel and 35 litres of black water, and she packs a 9.9hp Yanmar saildrive – well sound-insulated and accessed from on deck.

The boat has been designed by Berret-Racoupeau to fit into a standard 40ft container, for shipping anywhere in the world. Eleven have already been built, but Patrick's aim is in fact to establish a small fleet of Optios in the Med for class racing at St Tropez and other major regattas. He cites the growing community surrounding the Saffier 33 in Dutch waters.

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Moody 425
1990 Year Model, Blue Water Cruiser, Thornycroft (2003) 55 hp Diesel Engine, Deep Fin & Skeg Keel, Wheel Steering, Slab Reefed Mainsail, Eight Berths in Four Cabins, Stowe Tri Data Instruments, Raymarine C90W Chart Plotter with Integrated Digital HD Radar, Raymarine St4000+ Autopilot, Electric Anchor Windlass and CopperCoat. Lying Eastbourne ***£75,000***



Island Packet 440
A Luxury Blue Water Cruiser, 2007 Year Model, Long Keel, Wheel Steering, In-mast Mainsail Furling, Yanmar 4JH4 75hp Diesel Engine, Bow Thruster, Electric Windlass, Raymarine Auto Helm, Raymarine E80 Dual Station. Lying Eastbourne.
£285,000



Bavaria 42 Cruiser
2005 Year Model, 3 Double Cabins, Volvo Penta D2-55hp Sail Drive Diesel engine, Twin Wheels, Deep Fin Keel, In-Mast Furling Main Sail, Bow Thruster, Electric Anchor Windlass, Full Raymarine Electronics including Auto Pilot. Lying Eastbourne
£88,950



Beneteau First 40.7
1998 Year Model, Deep Fin Keel, Wheel Steering, Volvo MD2030 Diesel Engine, Slab Reefed Main Sail, Furling Genoa, Raymarine Chart Plotter, Furuno Radar, B & G Autopilot & Tri Data Instruments. Lying Eastbourne
£59,995



Icelander 43
1999 Year Model, Steel Multi-Chine Hull Blue Water Cruising Yacht, Bermudan Cutter Rig, Wheel Steering, Center Board Keel, Rigged Originally for Single Handed Sailing. Ford 75hp Diesel Engine, 6 Berths in 3 Cabins, Navman GPS Plotter, JRC Radar, Cetrek Tri Data Instruments. Lying Eastbourne.
£71,500



Beneteau Oceanis 37
2012 Year Model, Owner's Elegance Two Cabin Version, Yanmar 3YM30 Diesel Engine, Wheel Steering, Deep Fin Keel, In-Mast Main Sail, Simrad Electronics including Auto Pilot with Gyro, Maxpower Bow Thruster and Electric Windlass. Lying Eastbourne ***£94,950***



Beneteau Oceanis 381
1998 Year Model, 3 double Cabins, Wheel Steering, Fin Keel, Slab Reefed Main Sail, Yanmar 3GM30 29hp Engine, B & G Speed, Wind, Log and Autopilot Instruments. Lying Eastbourne
£54,950



Hanse 371
2003 Year Model, Volvo Penta 29hp Sail Drive Diesel Engine, Deep Fin Keel, Wheel Steering, Self -Tacking Foresail, Slab Reefed Mainsail, Owner's Two Cabin Configuration, Simrad Tri Data Instruments, Simrad CR44 Chart Plotter with integrated Radar, Simrad DSC VHF Radio and Electric Anchor Windlass. Lying Eastbourne ***£64,950***



Seaquest Prima 38
2001 Year Model, 12 Berths, Deep Fin Keel, Wheel Steering, Carbon Mast, Stainless Steel Rod Rigging, Carbon Spinnaker Pole, Nexus Electronics, Nexus Autopilot, Good Sail and Spinnaker Inventory. Lying Eastbourne
£66,950



Scanmar 35
1984 Year Model, 6 Berths, Wheel Steering, Fin Keel, Volvo Penta 28hp Engine, Sailtainer In Boom Main Sail Reefing, Lowrance Chart Plotter & GPS, Furuno Radar, Autohelm Autopilot, Navtex Lying Eastbourne ***£35,000***



Beneteau Oceanis 34
2011 Year Model, Yanmar 29 hp Diesel Engine, Deep Fin Keel, Wheel Steering, In-Mast Mainsail, Elegance Trim, Electronics Pack, Simrad Autopilot, Electric Anchor Windlass, Sidepower SE40 Bow Thruster, Assymetric Spinnaker Rigging, Full Camper Cockpit Cover, Webasto Cabin Heating & CopperCoat. Lying Eastbourne
£79,950



Scanyacht 290 Voyager
2001 Year Model, Yanmar 27hp Diesel Engine, Long Keel, Slab Reefed Mainsail, Wheelhouse Steering or Tiller in Cockpit, Five Berths, Raymarine Tri Data Instruments, Raymarine Chart Plotter, Raymarine ST5000 Auto-Pilot, Simrad RD68 DSC VHF Radio, Electric Anchor Windlass and Wind Generator. Lying Eastbourne ***£49,950***



Beneteau Oceanis 34
2010 Year Model, Owner's 2 Cabin Elegance Version, Deep Fin Keel, Wheel Steering, Slab Reefed Main Sail, Yanmar 3YM30 Diesel Engine, Raymarine Electronics, Asseymetric Spinnaker Rigging and Eberspacher Heating. Lying Eastbourne
£79,950



Sadler 32
1980 Year Model, 6 Berth, Fin & Skeg Keel, Tiller Steering. In-Mast Main Sail, Furling Genoa, Watermota Sea Panther 30hp Diesel Engine, Navman Tri Data Instruments, Navman Plotter & GPS and Simrad Tiller Pilot. Lying Eastbourne ***£22,950***



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Saga 315 - 2010 **£114,950**



Hanse 370 - 2006 **£59,950**



Jeanneau Merry Fisher - 2011 **£83,900**



Seaward 29 - 2005 **£94,950**



Bavaria 42 - 1999 **£79,950**



Greenline - 2013 **£132,000**



Southerly 110 - 2008 **£149,950**

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Southerly 115 36ft 1986 in/b diesel Swing Keel **£39,950**


Westerly GK 29 1981 2001 yr Beta in/b diesel Fin Keel **£15,995**


REDUCED
Westerly Konsort 28'launched 1980, bilge keel **£14,500**


Westerly Centuar 26 1974, survey 2014 **£6,500**


Vancouver 27 1986 long Keel, **£28,000**


Plymouth Pilot 2006 16ft in/b Yanmar diesel 14hp **£14,500**


REDUCED
Rossiter Pintal 27 1964 Wooden bilge keels **£8,500**


Beneteau Evasion 32 1980, survey 2013 some remaining works required **£8,500**


Vancouver 32 1990 long Keel Yanmar diesel **£48,500**

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Southerly 44' 1998
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1991 Hallberg-Rassy 49
Location: Scotland *£199,000 inc VAT*


2002 Hallberg-Rassy 46
Location: Hamble *£279,950 inc VAT*


2002 Hallberg-Rassy 43
Location: Hamble *£225,000*


2008 Hallberg-Rassy 40
Location: Sweden *€380,000 inc VAT*


1985 Hallberg-Rassy 42
Location: Hamble *£102,500 inc VAT*


1993 Hallberg-Rassy 36
Location: Plymouth *£109,950 inc VAT*

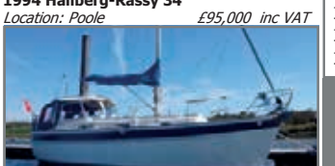

1998 Hallberg-Rassy 36
Location: North Wales *£135,000 inc VAT*


1983 Hallberg-Rassy 352
Location: Greece *£42,500 inc VAT*


1994 Hallberg-Rassy 34
Location: Poole *£95,000 inc VAT*


1989 Hallberg-Rassy 321
Location: Hamble *£45,000 inc VAT*


1986 Hallberg-Rassy 29
Location: Chichester *£45,000 inc VAT*


1989 Hallberg-Rassy 94 Kutter
Location: Portsmouth *£49,950 inc VAT*

2007 HR54	Scotland	£ 695,000 inc VAT
1989 HR49	London	£ 80,000 exc VAT
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2008 HR43	Sweden	£ 320,000 inc VAT
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2005 HR342	Hamble	£ 110,000 exc VAT
2009 HR342	Chichester	£ 155,000 inc VAT
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Jeanneau Sun Odyssey 34.2 1998, immaculately presented 3 double cabin version, new saloon upholstery, shoal draft keel, classic mast, recently anti fouled and ready to set sail! **£52,500**



Beneteau 323 2004 6 berths, 3 double cabins, lightly used, 1 owner from new, Raymarine elec suite, auto pilot, stack pack main, elec windlass, wheel steering, displays at helm, nicely presented family cruiser. **£47,500**

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Jeanneau Sun Odyssey 45 2005, 3 double cabins & 2 large heads, large galley area & cabin heating. Fully battened mainsail, retractable bow thruster, extensive elec suite, teak cockpit & side decks, ready to sail, a must see! **£124,000**



Bovaria 40 Ocean, 2001 2 cabins with owners aft full beam with ensuite & guest forward cabin, in mast reefing, furling genoa, 50hp Volvo engine, deep fin keel, centre cockpit design, Excellent Nav pack, only 2 owners from new **€102,500**



Jeanneau Sun Odyssey 39DS 2007, In mast furling system, 2 double cabins, large luxury heads/ shower, TV & DVD, heating, wind generator, radar, tridata & repeater autopilot, C80 chart plotter, Bimini & sprayhood. Gorgeous boat & ready to go. **£97,950**



Jeanneau Sun Odyssey 42 Deck Saloon 2011, 2 double cabins with en suite large heads, galley with microwave, grill oven, cabin heating, highly spec'd elec suite, in mast furling, elec winch & bow thruster, teak cockpit & side decks, very well maintained, ready to sail **£149,500**



Dufour Grand Large 455 2007, 3 double cabins, owners cabin has island bed & TV, 2 heads, spacious saloon with TV, cabin heating, fully battened main, teak deck, cockpit tent & luxury cushions, immaculate inside & out, ready to go. **£149,000**



Gibsea 90 1984 this fantastic little yacht has 6 berths, separate heads, galley with 2 burner cooker, nav suite inc tiller pilot, Volvo 20'20 engine just fully serviced, new running rigging, sails recently valeted, spinnaker, new lazy jack sail pack away, ready to go **£12,995**



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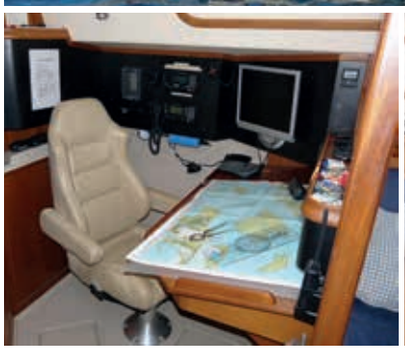
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ISLAND PACKET 485 | *ANDANTE OF MERSEY*

Andante of Mersey has been owned by only one person since she was designed by Bob Johnson and built in Florida in 2004. She took part in the World ARC in 2008/9, so she has already proved her seaworthiness for bluewater cruising.

What she may lack in style she makes up for in practicality: nearly 52ft long, and able to sleep up to 10 people in three double cabins plus the saloon, a long keel and centre cockpit.

She comes equipped with a long inventory and is ready for further bluewater explorations.

The owner says: "She was most comfortable, having a stability index of 66, which was one of the reasons why I bought her.

"She has a very good cockpit enclosure, so even when I stood out to sea off Australia in heavy weather with 45–55 knots of wind, I never once had to put on heavy weather gear."

She is lying in Denia, Spain.

- **ancasta.com**

LOA: 51ft 10in (15.8m)
Beam: 15ft 3in (4.7m)
Draught: 8ft 4in (2.6m)
Year built: 2004
Berths: 10



HALLBERG-RASSY 36 | *LADY KATE*

Although she may be considered small by today's standards, the HR 36 is the small boat with big impact – and easily big enough for a cruising couple.

It was a popular and successful yacht and one of Hallberg-Rassy's best sellers – the Swedish yard produced 606 hulls between 1989 and 2003, and *Lady Kate* was number 422.

She was designed by German Frers to 'go anywhere, any time' and is more comfortable offshore than you'd expect from a 36-footer.

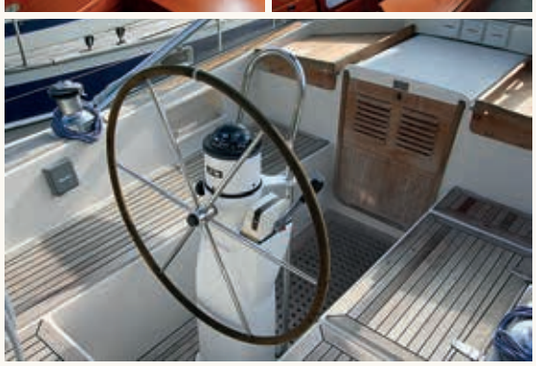
The boat is sturdily-built, with the mast coming down through the main bulkhead, and there's a large chart table. Storage space is something not to be undervalued on a bluewater boat, and *Lady Kate* has lockers pretty much for her full length, on both sides. She comes with a comprehensive cruising inventory.

- **transworldyachts.co.uk**

LOA: 37ft 1in (11.3m)
Beam: 11ft 8in (3.6m)
Draught: 5ft 7in (1.7m)
Year built: 1998
Berths: 6









BOWMAN 45 | *FLIGHT OF TIME*

When *Flight of Time* was commissioned in 1995, the specification was for a safe cruising yacht, providing comfortable accommodation for two couples to be able to live for long periods.

She was built for bluewater cruising, especially in the tropics: most portlights and hatches open for good ventilation, and have curtains and fly screens, while internal lockers have slats for air circulation, too. After appearing at Southampton Boat Show, she cruised round the world for nine years, being laid up in the winters, and then spent five years exploring the Med.

She underwent a refit in 2011, when the fully-battened mainsail with four reefs, staysail and furling yankee were replaced, as well as the standing rigging, and a 3.8kW Fischer Panda generator was fitted.

There's a 62hp Beta Marine engine, watermaker, monitoring systems on fuel and fresh and black water tanks and lots of bluewater additions, such as a lightning brush at the masthead, four-man liferaft, EPIRB, bimini with detachable side screens, and mast-to-cockpit sun awning.

One to take round the world, for some long-term barefoot sailing.

- **berthon.co.uk**

LOA: 47ft 7in (14.6m)
Beam: 13ft (4m)
Draught: 5ft 11in (1.8m)
Year built: 1995
Berths: 8





THE SURVEYOR

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Good long term cruising yachts – inherently quick due to their length, easily sailed with a small crew and reasonably good load carriers.

As well as osmosis below the waterline, look for weaknesses under the mizzen mast step. The engine would need replacing imminently, if it hasn't already been done. Standing and running rigging may require attention, although the rig loads are relatively small.

Hoist the boat to check if the drop keel can be lifted and lowered. Ask when the mechanism cable was last changed and the pin adjusted.

Open cell foam decks can break down into 'sand'; water ingress will biodegrade a balsa deck. If buying for bluewater, have a top-to-bottom overhaul and refit and remember that loads offshore will be considerably more.

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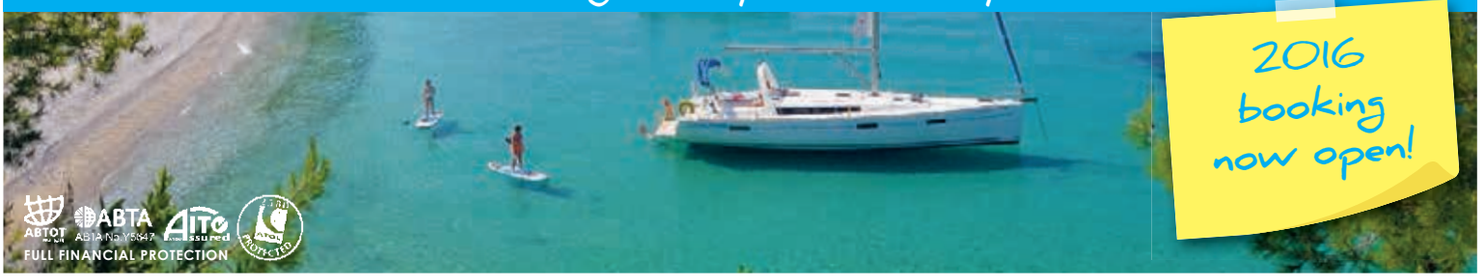
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Fastnet XT Manual Harness £62.99
Fastnet XT Auto £64.99
Fastnet XT Auto Harness £69.99

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- Highly visible orange canopy
- 4 x 30 litre water pockets
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JOE MCCARTHY

11–20 SEPTEMBER

The UK's leading on-the-water boat show returns. *ST* readers can buy tickets to the show for £13 (saving up to £9) by entering code EX12 on the website. 2015 also sees the Global Challenge Experience, a 90-minute taste of life on board a 72ft ocean racer. Prices start at £54, including your show ticket. Use code ST15 to book.

- **southamptonboatshow.com**



ANDREW SIMPSON SAILING FOUNDATION

BART'S BASH

20 SEPTEMBER, WORLDWIDE

This year includes the event Sailing for Bart: cruisers can log how far they sail and how many people they have with them on their yacht. Last year 30,734 people took part and more than £366,000 was raised for the Andrew Simpson Sailing Foundation.

- **bartsbash.com**



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NATIONAL MARITIME MUSEUM

1 SEPTEMBER, GREENWICH

Learn how the Caird Archive and Library can help you research your maritime family history. It includes manuscripts, books, charts and maps dating back to the 15th century, plus Master's Certificates dating back to 1845 and Merchant Navy Crew Lists back to the 1860s. 11.00-12.00. Free.

- **rmg.co.uk**



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EAST ATLANTIC CRUISE IN COMPANY

1 SEP – 30 NOVEMBER

The Ocean Cruising Club is holding an informal rally-style event covering 1,000nM over three months, visiting the main Atlantic ports of Portugal, Porto Santo, Madeira and some of the Canary and Cape Verde islands. Also open to non-members.

- **tmob@sapo.pt**



CREATIVE COMMONS/GREENACRE8

BURNHAM WEEK

29 AUG – 5 SEPTEMBER, ESSEX

Billed as the 'east coast's most challenging and friendly regatta', Burnham Week is the longest-running annual yacht regatta in the mainland UK. There are shore-side activities including Quay Day with food, entertainment and gift stalls on the bank holiday Monday.

- **burnhamweek.com**



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CRUISING ASSOCIATION CREWING SERVICE MEETING

3 SEPTEMBER, LONDON

Find yourself new crew for a long-distance or delivery trip, a holiday or weekend cruising. Crew can join the Cruising Association for £20 a year. Meetings will be held on the first Thursday of each month until May 2016 at CA House, Limehouse Basin.

- **theca.org.uk**

Don't miss our sister titles this month

Classic Boat

- Preview of Cowes regattas
- Linton Hope schooner restored
- Interview: marine artist James Dodds

Yachts & Yachting

- Special Volvo Ocean Race round-up
- Venue guide: Wales' new national sailing centre
- On test: the new Faraest 28R – the big sportsboat with the small price tag



NEXT MONTH IN SAILING TODAY

ON SALE 28 AUGUST

ADVENTURE CHARTER
Get off-the-beaten-track for the cruise of a lifetime in the Baltic



ATTEMPTING THE ARCTIC
Jimmy Cornell tackles the NW Passage – eastward this time

MAN OVERBOARD
Could you get your crewmate back on board?

MICHAEL BUERK
We meet the TV presenter with a passion for sailing

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COMMENT OF THE MONTH

Caribbean red lines

The yachts caught in the 6 May storm ['One dead and crew of four yachts rescued', sailingtoday.co.uk] 600 miles west of the Azores should not have been there. They shouldn't have left the Caribbean in April.

For the 59 years I have been in the Caribbean I have been listening to horror stories of boats caught in storms after leaving the Caribbean for the United States or Europe in April.

About 35 years ago, I and the vast majority of experienced Caribbean sailors came to the conclusion that boats heading to the USA or Europe should not leave the Caribbean before the end of the first week in May. If they left earlier they were playing Russian roulette with two shells in the cylinder.

If one looks at the back of the Imray Iolaire chart 100, the Atlantic routing chart that is a gnomic projection where a straight line represents a Great Circle course, one will find the weather charts for all 12 months of the year. Look at the gale frequencies in April, May and June. It is obvious that boats should wait until the end of the first week in May before departing the Caribbean.

Cross check the Imray information with the weather charts for the same months and you will come to the same conclusion.

DM Street Jr, by email

PRIZE COMMENT
Our star letter wins a bottle of Old Pulteney Navigator, the genuine maritime malt distilled in the fishing town of Wick.
inverhouse.com



ON THE HOOK

I started cruising when the Clyde Cruising Club (CCC) *Blue Book* comprised the only sailing directions to the west coast of Scotland (discounting Admiralty directions) with comments like "drinking water from a stream or a tap behind the school in such and such a remote hamlet", and so on.

Anchoring was the norm, or lying alongside a friendly fishing boat or using boards to lie alongside a steamer pier; swinging moorings were to be seen in the yachting hot spots of the Clyde and in remote locations up and down the west coast and still are. In certain parts of the west coast, the famous blue mooring buoys, courtesy of the Highlands and Islands Development Board, started to appear. You had a big cruising yacht if you had a 30–32ft (9.1–9.7m) one, with, in the main, sub–28ft (8.5m) being the norm.

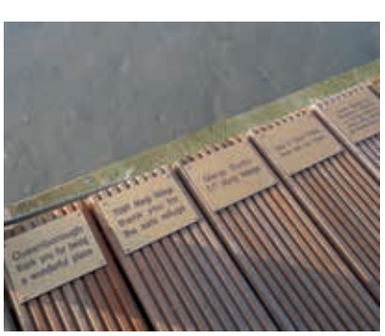
How things have changed. The CCC directions are now multi–volume and teamed up with Imray. Other directions and booklets will tell you the best places to moor (pontoon style), eat, get fuel etc.

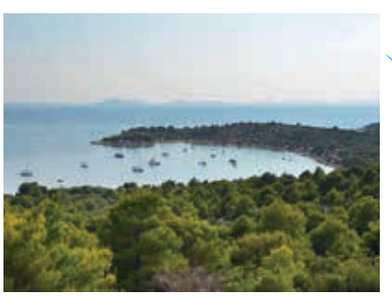
Although anchoring was and is still prevalent on the west coast of Scotland, the growth of marinas and pontoons has got into many locations – so much so that you can cruise from Islay to Kinlochbervie just visiting pontoons.

Traditional cruising needn't be a horse–hair shirt experience but anchoring and enjoying nature in a remote place has a lot going for it.

Jim Hepburn

YOUR PHOTOGRAPHS





● **LEFT**
Queenborough Harbour has been telling us about its Adopt a Plank campaign to raise money for new facilities

● **ABOVE**
Captain Andrew Skarka tried to tempt us to Croatia with this shot of a peaceful anchorage

RETWEET

We've been posting information on the *Sailing Today* Awards nominees on Facebook and Twitter (go to sailingtoday.co.uk/awards2015 to vote) and Scotland's nomination for Cruising Ground of the Year garnered the most comments:

Mark Hitchin: New marinas is what people visiting Scotland to sail are trying to avoid!

Jim Hepburn: Strange but they seem to be filled with visiting yachts!!

David Holbourn: The reason why people go: the remoteness; the fact that you can find quiet corners with no marinas to drop your hook. To explore Scotland without too much of modern living... just my thoughts.

Kenny McVey: I'm a newbie sailor and I've been sailing/cruising for just over a year in Scotland... and I love it! So much so I have set up a group on Facebook called "Sailing & Cruising Scotland". Everyone is welcome to join.

Dispatches

BRITISH VIRGIN ISLANDS | *HOT STUFF*











I doubt my first sailing experience could have been in a location easier on the eye than the aquamarine waters of the British Virgin Islands, *writes Sian Lewis*.

The all-female crew aboard *Hot Stuff* set off from Jolly Harbour in Antigua for a rather hardcore 24-hour crossing to the BVIs – the trials of my newbie seasickness were tempered by the delights of spotting dolphins and the incredible views of stars above us at night. Once we rolled into the archipelago it was impossible not to relax as we spent our days hopping lazily from island to island, getting to grips with the basics of sailing and finding our sea legs.

The places we explored were like something from a storybook, from the spooky pirate lore surrounding Dead Man's Bay to finding the perfect desert island at Sandy Spit off Jost Van Dyke and spotting shoals of parrot fish while snorkelling at the Baths at Virgin Gorda. And once the sun went down we'd head to shore for a few of the infamous Painkiller cocktails in the friendly beach bars – you've got to balance work and play, after all.

FEATURE HERE!

Send us your dispatches – from St Mawes to St Croix

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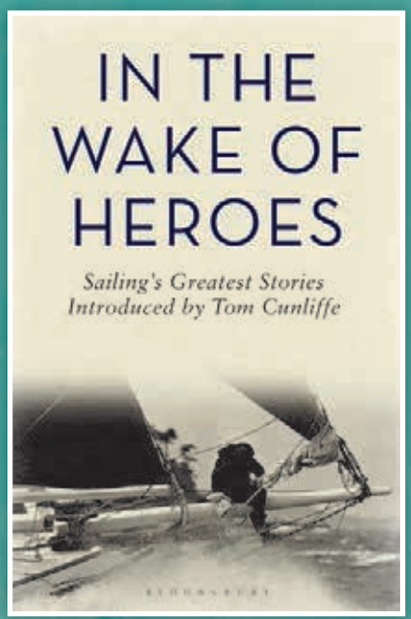


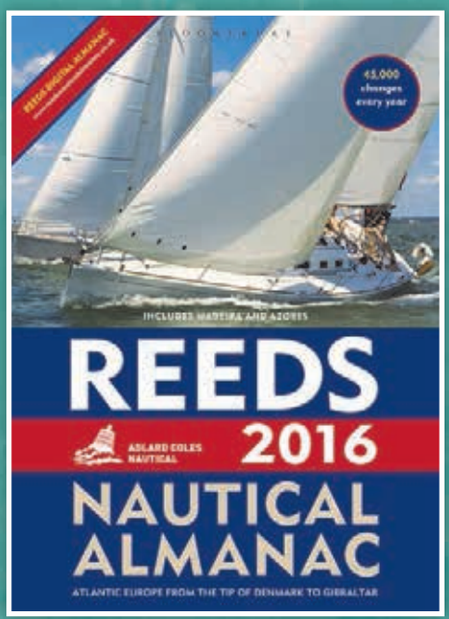
Beneteau First 40.7
Hot Stuff

LOA:	40ft 8in (12.4m)
Beam:	12ft 4in (3.8m)
Draught:	7ft 10in (2.4m)
Berths:	8
Year built:	2005
Owners:	Girls for Sail

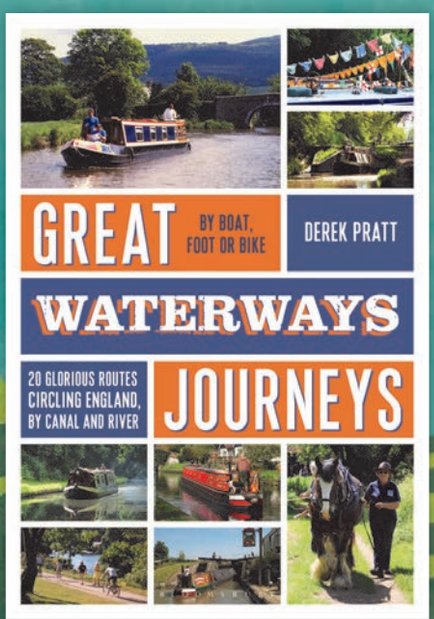
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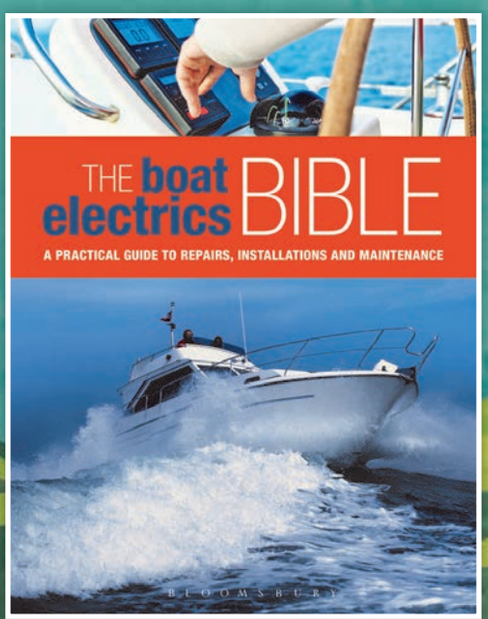
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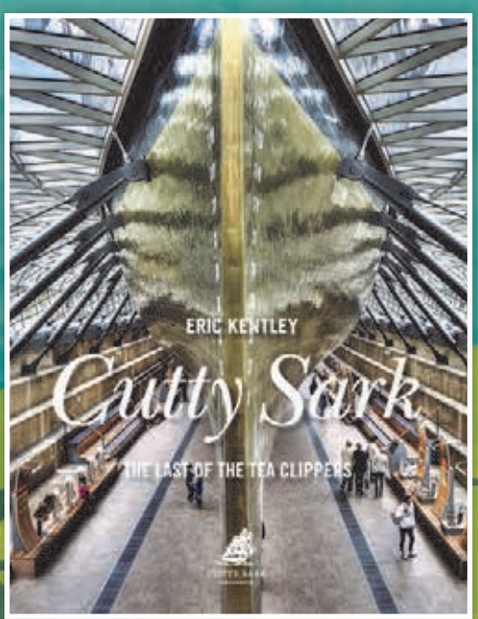












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